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(71) Applicant (for all designated States except US): **TOYOTA JIDOSHA KABUSHIKI KAISHA** [JP/JP]; 1, Toyota-cho, Toyota-shi, Aichi 471-8571 (JP).

(72) Inventors; and

(75) Inventors/Applicants (for US only): **MUTO, Harufumi** [JP/JP]; C/O TOYOTA JIDOSHA KABUSHIKI KAISHA, 1, Toyota-cho, Toyota-shi, Aichi 471-8571 (JP). **KOBAYASHI, Daisuke** [JP/JP]; C/O TOYOTA JIDOSHA KABUSHIKI KAISHA, 1, Toyota-cho, Toyota-shi, Aichi 471-8571 (JP). **IDO, Yuichiro** [JP/JP]; C/O TOYOTA TECHNO SERVICE CORP., 1-21, Imae, Hanamoto-cho, Toyota-shi, Aichi 470-0334 (JP).

(74) Agents: **AOKI, Atsushi** et al.; A. AOKI, ISHIDA & ASSOCIATES, Toranomon 37 Mori Bldg., 5-1, Toranomon 3-chome, Minato-ku, Tokyo 105-8423 (JP).

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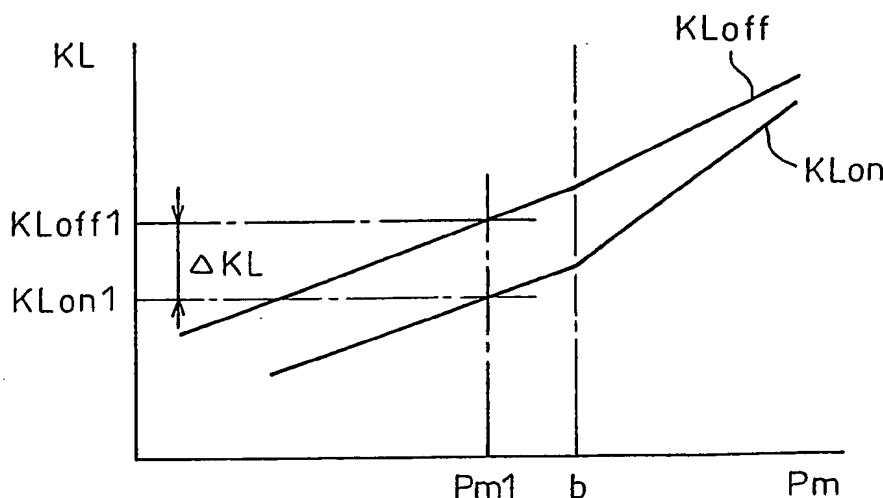
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(54) Title: APPARATUS FOR CALCULATING AMOUNT OF RECIRCULATED EXHAUST GAS FOR INTERNAL COMBUSTION ENGINE



(57) Abstract: An intake pipe downstream of a throttle valve is interconnected with an exhaust pipe via an EGR supply pipe and an EGR control valve is disposed in the EGR supply pipe. An engine load ratio (KLoFF) in the engine steady operation with the EGR gas being not supplied, and another engine load ratio KLoN in the engine steady operation with the EGR gas being supplied are expressed with respective linear functions of an intake pipe pressure (Pm) and stored in advance. The intake pipe pressure (Pm) is detected, KLoFF and KLoN are calculated from the detected intake pipe pressure (Pm) using the linear function expressions and, then, a difference between these values (KL (= KLoFF - KLoN)) is calculated. Based on the difference ((KL)), the EGR control valve passing-through gas amount, which is an amount of the EGR gas passing through the EGR control valve, is calculated.

## DESCRIPTION

APPARATUS FOR CALCULATING AMOUNT OF RECIRCULATED  
EXHAUST GAS FOR INTERNAL COMBUSTION ENGINE

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## FIELD OF THE INVENTION

The present invention relates to an apparatus for calculating an amount of a recirculated exhaust gas for an internal combustion engine.

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## BACKGROUND ART

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Conventionally, there is known an internal combustion engine in which an intake pipe downstream of a throttle valve and an exhaust pipe are connected with each other via an exhaust gas recirculation passage and an exhaust gas recirculation control valve, for controlling an amount of recirculated exhaust gas flowing through the exhaust gas recirculation passage, is disposed in the exhaust gas recirculation passage.

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In such an engine, in order to make an air-fuel ratio accurately equal to a target air-fuel ratio, it is necessary to obtain an amount of fresh air charged in a cylinder, i.e., a *cylinder-charged air amount*, accurately.

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Thus, there is publicly known an internal combustion engine in which a model is built while taking account of both an amount of fresh air passing through the throttle valve and then flowing into the intake pipe, i.e., a *throttle valve passing-through air amount*, and an amount of the recirculated exhaust gas passing through the exhaust gas recirculation control valve and flowing into the intake pipe, i.e., an *exhaust gas recirculation control valve passing-through gas amount*, and the *cylinder-charged air amount* is calculated using this model (see Japanese Unexamined Patent Publication (Kokai) No. 2002-147279).

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However, in this Publication, there is no specific description regarding how to obtain the amount of the

recirculated exhaust gas passing through the exhaust gas recirculation control valve.

#### DISCLOSURE OF THE INVENTION

Therefore, it is an object of the present invention  
5 to provide an apparatus for calculating an amount of a recirculated exhaust gas for an internal combustion engine which can provide the *exhaust gas recirculation control valve passing-through gas amount*, simply and accurately.

10 According to the present invention, there is provided an apparatus for calculating an amount of a recirculated exhaust gas for an internal combustion engine, in which an intake pipe downstream of an throttle valve and an exhaust pipe are connected with each other  
15 via an exhaust gas recirculation passage, and an exhaust gas recirculation control valve for controlling an amount of recirculated exhaust gas flowing through the exhaust gas recirculation passage is disposed in the exhaust gas recirculation passage, the apparatus comprising: means  
20 for expressing a difference between a *cylinder-charged air amount* in a steady engine operation with the recirculated exhaust gas being not supplied, and the *cylinder-charged air amount* in the engine steady operation with the recirculated exhaust gas being  
25 supplied, with a function expression of an *intake pipe pressure*, and for obtaining and storing the function expression in advance, the *cylinder-charged air amount* being an amount of fresh air charged in a cylinder, and the *intake pipe pressure* being a pressure in the intake  
30 pipe downstream of the throttle valve; means for obtaining the *intake pipe pressure*; and means for calculating the difference from the obtained *intake pipe pressure* using the function expression, and for calculating an *exhaust gas recirculation control valve passing-through gas amount*, which is an amount of the  
35 recirculated exhaust gas passing through the exhaust gas recirculation control valve when the exhaust gas

recirculation control valve is opened, based on the difference.

The present invention may be more fully understood from the description of the preferred embodiments of the invention as set forth below, together with the accompanying drawings.

#### BRIEF DESCRIPTION OF THE DRAWINGS

Fig. 1 shows a general view of an internal combustion engine; Figs. 2A and 2B show diagrams for explaining *EGR control valve passing-through gas flow rate*  $m_{egr}$ ; Fig. 3 shows a diagram illustrating an exhaust pressure  $P_e$ , an exhaust temperature  $T_e$  and  $P_e/\sqrt{T_e}$ ; Figs. 4A and 4B show diagrams illustrating a function  $\Phi(P_m/P_e)$ ; Fig. 5 shows a diagram illustrating an example of a relationship between an engine load ratio  $K_{Lon}$  and an *intake pipe pressure*  $P_m$ ; Figs. 6A and 6C show diagrams illustrating gradient  $e_1$ ; Figs. 6B and 6D show diagrams illustrating gradient  $e_2$ ; Fig. 7 shows a diagram illustrating an *intake pipe pressure*  $b$  at a connecting point; Figs. 8A and 8B show diagrams illustrating an engine load ratio  $r$  at a connecting point; Fig. 9 is a diagram illustrating an example of a relationship between the engine load ratio  $K_{Lon}$  and the *intake pipe pressure*  $P_m$ ; Fig. 10 is a diagram illustrating an example of a relationship between an engine load ratio  $K_{Loff}$  and the *intake pipe pressure*  $P_m$ ; Figs. 11A and 11B show diagrams illustrating gradients  $a_1$  and  $a_2$ , respectively; Fig. 12 shows a diagram illustrating an engine load ratio  $c$  at a connecting point; Fig. 13 shows a diagram for explaining a difference  $\Delta K_L$ ; Fig. 14 shows a flowchart illustrating a calculation routine of the *EGR control valve passing-through gas flow rate*  $m_{egr}$ ; Fig. 15 shows a diagram illustrating an example of a relationship between the difference  $\Delta K_L$  and the *intake pipe pressure*  $P_m$ ; Figs. 16A through 16C show diagrams illustrating gradients  $h_1$  and  $h_2$  and a difference  $i$  at a connecting point,

respectively; Fig. 17 shows a flowchart illustrating a calculation routine of the *EGR control valve passing-through gas flow rate* megr according to another embodiment of the present invention; Fig. 18 shows a diagram illustrating a relationship between an opening degree of the EGR control valve and a step number STP; Figs. 19A through 19C show diagrams illustrating various correction coefficients, respectively; Fig. 20 shows a partial view of an internal combustion engine illustrating yet another embodiment of the present invention; Figs. 21A through 21 C show partial views of different internal combustion engines to which the present invention can be applied; Fig. 22A and 22B show diagrams illustrating another embodiment of the present invention; Fig. 23 shows a flowchart illustrating a calculation routine of The *EGR control valve passing-through gas flow rate* megr according to another embodiment of the present invention.

#### BEST MODE FOR CARRYING OUT THE INVENTION

Fig. 1 shows a case in which the present invention is applied to a spark ignition internal combustion engine. However, the present invention can also be applied to a compression ignition internal combustion engine.

With reference to Fig. 1, numeral 1 depicts an engine body 1 comprising, for example, four cylinders, 2 depicts a cylinder block, 3 depicts a cylinder head, 4 depicts a piston, 5 depicts a combustion chamber, 6 depicts an intake valve, 7 depicts an intake port, 8 depicts an exhaust valve, 9 depicts an exhaust port 9, 10 depicts an ignition plug, and 11 depicts a fuel injector. The intake port 7 is coupled to a surge tank 13 via a respective intake branch 12 and the surge tank 13 is, in turn, coupled to an air cleaner 15 via an intake duct 14. A throttle valve 17 driven by a step motor 16 is disposed in the intake duct 14. Note that the intake duct downstream of the throttle valve 17, the surge tank 13,

the intake branch 12 and the intake port 7 may be collectively referred to as an intake pipe in this specification.

On the other hand, the exhaust port 11 is coupled to  
5 a catalytic converter 20 via an exhaust manifold 18 and an exhaust pipe 19, and the catalytic converter 20 is communicated to an atmosphere via a muffler (not shown).

The exhaust manifold 18 and each intake branch 12 are coupled to each other via an exhaust gas  
10 recirculation (hereinafter referred to as EGR) supply pipe 21 and an electrically-controlled EGR control valve 22 is disposed in the EGR supply pipe 21. In the internal combustion engine shown in Fig. 1, the EGR supply pipe 21 downstream of the EGR control valve 22 is  
15 split into branches connected to the respective intake branch 12. Here, the EGR control valve 22 is provided with a step motor and as a step number STP of this step motor is increased, an opening degree of the EGR control valve 22 is also increased. In other words, the step  
20 number STP represents the opening degree of the EGR control valve 22.

An electronic control unit 30 consists of a digital computer and comprises a ROM (read only memory) 32, a RAM (random access memory) 33, a CPU (microprocessor) 34, an  
25 input port 35 and an output port 36, which are interconnected by a bidirectional bus 31. A pressure sensor 39 for detecting an intake pipe pressure  $P_m$ , which is a pressure in the intake pipe, is attached to the surge tank 13. Further, a throttle opening degree sensor  
30 40 for detecting an opening degree of the throttle valve is attached to the throttle valve 17. Still further, a load sensor 42 for detecting a depression of an accelerator pedal 41 is connected to the accelerator pedal 41. The depression of the accelerator pedal 41  
35 represents a required load. Still further, an atmospheric temperature sensor 44 for detecting an atmospheric temperature and an atmospheric pressure

sensor 45 for detecting an atmospheric pressure are attached to the intake duct 14 and a water temperature sensor 46 for detecting an engine coolant temperature THW is attached to the cylinder block 2. Output signals of these sensors 39, 40, 42, 44, 45 and 46 are input to the input port 35 via respective AD converters 37. Still further, a crank angle sensor 43 generating an output pulse at every 30° rotation of a crank shaft, for example, is connected to the input port 35. The CPU 34 calculates an engine speed NE based on the output pulse of the crank angle sensor 43. On the other hand, the output port 36 is connected via respective driving circuits 38 to the ignition plug 10, the fuel injector 11, the step motor 16 and the EGR control valve 22, which are controlled based on an output signal from the electronic control unit 30.

In the internal combustion engine shown in Fig. 1, a fuel injection amount QF is calculated based on the following equation, for example:

$$QF = kAF \cdot KL$$

where kAF represents an air-fuel ratio setting coefficient and KL represents an engine load ratio (%).

The air-fuel ratio setting coefficient kAF is a coefficient representing a target air-fuel ratio which becomes small as the target air-fuel ratio becomes large or lean and which becomes large as the target air-fuel ratio becomes small or rich. The air-fuel ratio setting coefficient kAF is stored in the ROM 32, in advance, as a function of an engine operating condition such as the required load and the engine speed.

On the other hand, the engine load ratio KL represents an amount of fresh air charged in each cylinder and is defined by the following equation, for example:

$$\begin{aligned}
 KL(\%) &= \frac{M_{\text{cylinder-charged air}}}{\frac{DSP}{NCYL} \cdot \rho_{\text{std}}} \cdot 100 \\
 &= kk \cdot M_{\text{cylinder-charged air}}
 \end{aligned}$$

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Here,  $M_{\text{cylinder-charged air}}$  represents a *cylinder-charged air amount* (g) which is an amount of fresh air having been charged in each cylinder when the intake valve 7 is closed after it is opened, DSP represents an engine displacement (liter), NCYL represents the number of cylinders, and  $\rho_{\text{std}}$  (about 1.2 g/liter) represents a density of air in standard conditions (1 atmospheric pressure, 25°C). Further,  $kk$  represents these coefficients integrated into one value, and thus the *cylinder-charged air amount*  $M_{\text{cylinder-charged air}}$  can be expressed by  $KL/kk$ .

15

Therefore, what is needed to make an actual air-fuel ratio equal to the target air-fuel ratio accurately, is to obtain the engine load ratio  $KL$  accurately.

When the EGR control valve 22 is opened and thus the EGR gas is supplied, a gas mixture of the fresh air and the EGR gas is sucked into each cylinder. Therefore, if the amounts of the gas mixture and the EGR gas having been charged in each cylinder when the intake valve 7 is closed after it is opened, are referred to as a *cylinder-charged gas amount*  $M_c$  and a *cylinder-charged EGR gas amount*  $M_{\text{cegr}}$ , respectively, the *cylinder-charged gas amount*  $M_c$  can be expressed with a sum of the *cylinder-charged air amount*  $M_{\text{cylinder-charged air}}$  and the *cylinder-charged EGR gas amount*  $M_{\text{cegr}}$  ( $M_c = M_{\text{cylinder-charged air}} + M_{\text{cegr}}$ ).

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In this connection, it is known that a *cylinder-charged gas amount*  $M_c$  can be expressed with a linear function expression of the *intake pipe pressure*  $P_m$  when the intake valve 7 is closed. That is, theoretically and empirically, the *cylinder-charged gas amount*  $M_c$  is proportional to a pressure in a cylinder when the intake valve 7 is closed and this pressure in the cylinder is substantially equal to a mixed gas pressure upstream of



the intake valve 7, or the *intake pipe pressure*  $P_m$ .

As only fresh air is charged in the cylinder when the EGR gas is not supplied, the *cylinder-charged air amount*  $M_{air}$  and thus the engine load ratio  $KL$  can be expressed with the linear function expression of the  
5 *intake pipe pressure*  $P_m$  at this condition. Therefore, the engine load ratio  $KL$  can be obtained simply and accurately.

However, when the EGR gas is supplied, the  
10 circumstances are completely different in that not only the fresh air but also the EGR gas is charged in the cylinder. Therefore, conventionally, it has been thought absolutely impossible to express the *cylinder-charged air amount*  $M_{air}$  or the engine load ratio  $KL$  with the linear  
15 function expression of the *intake pipe pressure*  $P_m$ .

Considering the fact that the *cylinder-charged gas amount*  $M_c$  can be expressed with the linear function expression of the *intake pipe pressure*  $P_m$  and is a sum of the *cylinder-charged air amount*  $M_{air}$  and the *cylinder-charged EGR gas amount*  $M_{cegr}$ ,  
20 the *cylinder-charged air amount*  $M_{air}$  or the engine load ratio  $KL$  when the EGR gas is supplied can be expressed with the linear function expression of the *intake pipe pressure*  $P_m$ , if the *cylinder-charged EGR gas amount*  $M_{cegr}$   
25 can be expressed with the linear function expression of the *intake pipe pressure*  $P_m$ .

However, conventionally, it has been thought impossible to express the *cylinder-charged EGR gas amount*  $M_{cegr}$  with the linear function of the *intake pipe pressure*  $P_m$ , too. This will be described with reference  
30 to Figs. 2A and 2B.

First, as shown in Fig. 2A, assuming that an EGR gas pressure upstream of the EGR control valve 22 is equal to an exhaust pressure  $P_e$  (kPa) in the exhaust manifold 18,  
35 a EGR gas temperature upstream of the EGR control valve is equal to an exhaust gas temperature  $T_e$  (K) in the exhaust manifold 18, and a pressure of the EGR gas

passing through the EGR control valve 22 is the intake pipe pressure  $P_m$  (kPa), an EGR control valve passing-through gas flow rate  $m_{egr}$  (g/sec), which is a flow rate of the EGR gas passing through the EGR control valve 22, can be expressed with the following equation (1):

$$m_{egr} = \mu \cdot A_e \cdot \frac{P_e}{\sqrt{R_e \cdot T_e}} \cdot \Phi\left(\frac{P_m}{P_e}\right) \quad \dots (1)$$

Here,  $\mu$  represents a flow rapte coefficient at the EGR control valve 22,  $A_e$  represents a cross sectional area of an opening of the EGR control valve 22 ( $m^2$ ),  $R_e$  represents a constant regarding the gas constant  $R$ , and  $\Phi(P_m/P_e)$  represents a function of  $P_m/P_e$ . Here, the flow rate coefficient  $\mu$  and the opening cross sectional area  $A_e$  depend on an opening degree  $\theta_e$  of the EGR control valve 22, and the constant  $R_e$  is obtained by dividing the gas constant  $R$  by a mass  $M_e$  of the exhaust gas or the EGR gas per 1 mol ( $R_e = R/M_e$ ).

Further, the function  $\Phi(P_m/P_e)$  is expressed with the following equation using a specific heat ratio  $\kappa$  (constant) so that the flow rate of the EGR gas does not exceed a sonic velocity:

$$\Phi\left(\frac{P_m}{P_e}\right) = \begin{cases} \sqrt{\frac{\kappa}{2(\kappa+1)}} & \dots \frac{P_m}{P_e} > \frac{1}{\kappa+1} \\ \sqrt{\left\{\left(\frac{\kappa-1}{2\kappa}\right) \cdot \left(1 - \frac{P_m}{P_e}\right) + \frac{P_m}{P_e}\right\} \cdot \left(1 - \frac{P_m}{P_e}\right)} & \dots \frac{P_m}{P_e} \leq \frac{1}{\kappa+1} \end{cases}$$

Briefly described, the equation (1) mentioned above is derived using conservation laws of mass, energy and momentum regarding the EGR gas at the upstream and downstream of the EGR control valve 22, as well as the characteristic equations of the EGR gas at the upstream and downstream of the EGR control valve 22.

Here, assuming that the exhaust pressure  $P_e$  is equal

to the atmospheric pressure  $P_a$  in order to simplify calculation, the *EGR control valve passing-through gas flow rate*  $m_{egr}$  expressed with the equation (1) appears as shown in Fig. 2B. More specifically, when the intake pipe pressure  $P_m$  is low, the *EGR control valve passing-through gas flow rate*  $m_{egr}$  is maintained substantially constant and, as the intake pipe pressure  $P_m$  is increased, the *EGR control valve passing-through gas flow rate*  $m_{egr}$  is reduced toward the atmospheric pressure while showing nonlinearity to the intake pipe pressure  $P_m$ , as shown by NR in Fig. 2B. Here, this nonlinear portion NR is based on the term  $P_e/\sqrt{T_e}$  and the function  $\Phi(P_m/P_e)$  in the equation (1).

Therefore, it has been thought impossible to express the *EGR control valve passing-through gas flow rate*  $m_{egr}$  and, in particular, its nonlinear portion NR with a linear function expression of the intake pipe pressure  $P_m$ . Indeed, if a considerably large number of linear function expressions of the intake pipe pressure  $P_m$  are used, it may be thought possible to express the *EGR control valve passing-through gas flow rate*  $m_{egr}$  with the linear function expressions. However, in this case, it cannot be said that the engine load ratio  $K_L$  is obtained simply.

However, the inventors of the present invention have found that the *EGR control valve passing-through gas flow rate*  $m_{egr}$  can be expressed with two linear function expressions of the intake pipe pressure  $P_m$  and, therefore, the cylinder-charged air amount  $M_{air}$  or the engine load ratio  $K_L$  can also be expressed with two linear function expressions of the intake pipe pressure  $P_m$ .

Specifically, first, as shown in Fig. 3, as the intake pipe pressure  $P_m$  increases, the exhaust gas temperature  $T_e$  increases more significantly than the exhaust pressure  $P_e$  increases and, as a result,  $P_e/\sqrt{T_e}$

can be expressed by the linear function expression of the intake pipe pressure  $P_m$ .

Further, the function  $\Phi(P_m/P_e)$  can also be expressed with the linear function expression of the intake pipe pressure  $P_m$ . This will be explained with reference to Figs. 4A and 4B. Considering the fact that the exhaust pressure  $P_e$  is not maintained at the constant atmospheric pressure  $P_a$  but it varies in accordance with the intake pipe pressure  $P_m$ , the function  $\Phi(P_m/P_e)$  when the intake pipe pressure  $P_m$  is equal to  $P_{m1}$  lies not on a curve CA converging to the atmospheric pressure  $P_a$ , but on a curve C1 converging to the exhaust pressure  $P_{e1}$ , as shown by plots (O) as shown in Fig. 4A. Similarly,  $\Phi(P_m/P_e)$  when  $P_m = P_{m2}$  ( $> P_{m1}$ ) lies on a curve C2 converging to the exhaust pressure  $P_{e2}$  ( $> P_{e1}$ ) and,  $\Phi(P_m/P_e)$  when  $P_m = P_{m3}$  ( $> P_{m2}$ ) lies on a curve C3 converging to the exhaust pressure  $P_{e3}$  ( $> P_{e2}$ ).

The plots obtained in this way can be connected by a straight line L2 as shown in Fig. 4B. Therefore, the function  $\Phi(P_m/P_e)$  can be expressed with one linear function expression of the intake pipe pressure  $P_m$  corresponding to a straight line L1 when the intake pipe pressure  $P_m$  is low, and with the other linear function expression of the intake pipe pressure  $P_m$  corresponding to the straight line L2 when the intake pipe pressure  $P_m$  is high and, therefore, it can be expressed with two linear function expressions of the intake pipe pressure  $P_m$ . Namely, the EGR control valve passing-through gas flow rate  $m_{egr}$  can be expressed with the two linear function expressions of the intake pipe pressure  $P_m$ .

Here, in the engine steady operation, the EGR control valve passing-through gas flow rate  $m_{egr}$ , which is the EGR gas amount flowing into the intake pipe per unit time, is equal to a cylinder-sucked EGR gas amount  $m_{cegr}$  (g/sec), which is the EGR gas amount exiting from

the intake pipe and flowing into the cylinder per unit time. Further, the *cylinder-charged EGR gas amount*  $M_{cegr}$  is obtained by multiplying the *cylinder-sucked EGR gas amount*  $m_{cegr}$  by a time period  $\Delta T$  (sec) required for one intake stroke of each cylinder ( $M_{cegr} = m_{cegr} \cdot \Delta T$ ).

As a result, the *cylinder-charged EGR gas amount*  $M_{cegr}$  in the engine steady operation can be expressed with the linear function expression of the *intake pipe pressure*  $P_m$ .

Therefore, the *cylinder-charged air amount*  $M_{cair}$  or the engine load ratio  $K_L$  in the engine steady operation with the EGR gas being supplied can be expressed with the two linear function expressions of the *intake pipe pressure*  $P_m$ .

If the engine load ratio  $K_L$  when the EGR gas is supplied is referred to as  $K_{Lon}$ , Fig. 5 shows an example of the two linear function expressions of the *intake pipe pressure*  $P_m$  expressing the engine load ratio  $K_{Lon}$  in the engine steady operation, with the constant engine speed  $NE$  and the constant opening degree of the EGR control valve  $STP$ . As shown in Fig. 5, the engine load ratio  $K_{Lon}$  is expressed with the two linear function expressions having different gradients from each other and continuous with each other at a connecting point  $CP$ . More specifically, the engine load ratio  $K_{Lon}$  is expressed with one linear function expression having a gradient  $e_1$  when the *intake pipe pressure*  $P_m$  is low, and is expressed with the other linear function expression having a gradient  $e_2$  when the *intake pipe pressure*  $P_m$  is high.

Here, designating the gradients of the two linear function expressions as  $e_1$  and  $e_2$ , respectively, and the *intake pipe pressure* and the engine load ratio at the connecting point  $CP$  as  $b$  and  $r$ , respectively, the two linear function expressions can be expressed with the following equations:

$$K_{Lon} = e1 \cdot (P_m - b) + r \quad \dots P_m \leq b$$

$$K_{Lon} = e2 \cdot (P_m - b) + r \quad \dots P_m > b$$

These equations can be integrated into the following equation (2):

5 
$$K_{Lon} = e \cdot (P_m - b) + r \quad (2)$$

$$e = e1 \quad \dots P_m \leq b$$

$$e = e2 \quad \dots P_m > b$$

10 In the embodiment of the present invention, the two linear function expressions of the *intake pipe pressure*  $P_m$  expressing the engine load ratio  $K_{Lon}$  in the engine steady operation are stored in the ROM 32 in advance in the form of the equation (2). It allows the two linear function expressions to be expressed with three parameters  $e$ ,  $b$  and  $r$ . Thus, the number of parameters  
15 required to express the two linear function expressions is reduced.

The parameters  $e$ ,  $b$  and  $r$  of the equation (2) is calculated in accordance with the following equations:

20 
$$\begin{aligned} e1 &= e1^* \cdot k_{tha} \\ e2 &= e2^* \cdot k_{tha} \\ b &= b^* \cdot k_{tha} \cdot k_{pa} \\ r &= r^* \cdot k_{tha} \cdot k_{pa} \end{aligned}$$

where  $e1^*$ ,  $e2^*$ ,  $b^*$  and  $r^*$  are the gradients and the *intake pipe pressure* and the engine load ratio at the  
25 connecting point, respectively, when an engine environmental condition is a predetermined reference environmental condition. While any condition may be used as the reference environmental condition, the standard condition (1 atmospheric pressure, 25°C) is used as the  
30 reference environmental condition in the embodiment of the present invention.

On the other hand,  $k_{tha}$  and  $k_{pa}$  represent an atmospheric temperature correction coefficient and an atmospheric pressure correction coefficient,  
35 respectively. The atmospheric temperature correction coefficient  $k_{tha}$  is for correcting each of the parameters

$e1^*$ ,  $e2^*$ ,  $b^*$  and  $r^*$  in the reference environmental condition, based on the actual atmospheric temperature detected by the atmospheric temperature sensor 44, and is made equal to 1.0 when the correction is not necessary.

5 Further, the atmospheric pressure correction coefficient  $kpa$  is for correcting each of the parameters  $b^*$  and  $r^*$  in the reference environmental condition, based on the actual atmospheric pressure detected by the atmospheric pressure sensor 45, and is made 1.0 when the correction  
10 is not necessary.

Therefore, considering the fact that the atmospheric temperature correction coefficient  $ktha$  or the atmospheric pressure correction coefficient  $kpa$  are representative values representing the actual engine  
15 environmental condition, it can be said that the parameters  $e1^*$ ,  $e2^*$ ,  $b^*$  and  $r^*$  in the reference environmental condition are corrected based on the representative values representing the actual engine environmental condition. Alternatively, it can be  
20 considered that the engine load ratio  $KLon$  in the reference environmental condition is corrected based on the representative values representing the actual engine environmental condition.

On the other hand, in the embodiment of the present  
25 invention, the parameters  $e^*$  ( $e1^*$  and  $e2^*$ ),  $b^*$  and  $r^*$  are set in accordance with the opening degree of the EGR control valve STP or the engine speed  $NE$ , taking the fact that the opening cross sectional area  $Ae$  of the EGR control valve 22 depends on the opening degree of the EGR  
30 control valve STP and the engine charging efficiency depends on the engine speed  $NE$ , into account.

More specifically, as shown in Fig. 6A, the gradient  $e1^*$  becomes larger as the engine speed  $NE$  becomes higher when the engine speed  $NE$  is low, becomes smaller as the  
35 engine speed  $NE$  becomes higher when the engine speed  $NE$  is high, and becomes larger as the opening degree of the EGR control valve STP becomes larger. The gradient  $e2^*$

becomes larger as the engine speed NE becomes higher when the engine speed NE is low, becomes smaller as the engine speed NE becomes higher when the engine speed NE is high, and becomes larger as the opening degree of the EGR

5 control valve STP becomes larger, as shown in Fig. 6B. These gradients  $e1^*$  and  $e2^*$  are obtained by experiment and are stored in the ROM 32, in advance, as functions of the engine speed NE and the opening degree of the EGR control valve STP in the form of maps shown in Figs. 6C  
10 and 6D, respectively.

On the other hand, as shown in Fig. 7, the *intake pipe pressure*  $b^*$  at the connecting point CP becomes smaller as the engine speed NE becomes higher. The *intake pipe pressure*  $b^*$  at the connecting point CP is  
15 also obtained by experiment, in advance, and stored in the ROM 32 as a function of the engine speed NE in the form of a map as shown in Fig. 7.

Further, as shown in Fig. 8A, the gradient  $r^*$  at the connecting point CP becomes larger as the engine speed NE becomes higher when the engine speed NE is low, becomes  
20 smaller as the engine speed NE becomes higher when the engine speed NE is high, and becomes smaller as the opening degree of the EGR control valve STP becomes larger. The engine load ratio  $r^*$  at the connecting point  
25 CP is also obtained by experiments in advance and stored in the ROM 32 as a function of the engine speed NE and the opening degree of the EGR control valve STP in the form of a map as shown in Fig. 8B.

Therefore, generally speaking, two linear function  
30 expressions of the *intake pipe pressure*  $P_m$  expressing the *cylinder-charged air amount*  $M_{air}$  or the engine load ratio  $K_{Lon}$  in the engine steady operation are obtained and stored in advance, for different opening degrees of the EGR control valve. Further, two linear function  
35 expressions of the *intake pipe pressure*  $P_m$  expressing the *cylinder-charged air amount*  $M_{air}$  or the engine load ratio  $K_{Lon}$  in the engine steady operation are obtained



and stored in advance for different engine speeds.

Fig. 9 shows an example of the two linear function expressions of the *intake pipe pressure*  $P_m$  expressing the engine load ratio  $K_{Lon}$  in the engine steady operation with a constant engine speed  $N_E$  and various opening degrees of the EGR control valve. Note that a broken line in Fig. 9 represents the engine load ratio  $K_{Loff}$  when the EGR gas is not supplied or the opening degree of the EGR control valve  $STP$  is made zero.

On the other hand, as described above, the engine load ratio  $K_{Loff}$  when the EGR gas is not supplied can be expressed with a linear function expression of the *intake pipe pressure*  $P_m$ . Fig. 10 shows an example of two linear function expressions of the *intake pipe pressure*  $P_m$  expressing the engine load ratio  $K_{Loff}$  in the engine steady operation with a constant engine speed  $N_E$ . In the embodiment according to the present invention, as shown in Fig. 10, the engine load ratio  $K_{Loff}$  is expressed with the two linear function expressions of the *intake pipe pressure*  $P_m$  having different gradients from each other and continuous with each other at a connecting point  $CP$ . More specifically, the engine load ratio  $K_{Loff}$  is expressed with one linear function expression having the gradient  $a_1$  when the *intake pipe pressure*  $P_m$  is low, and expressed with the other linear function expression having the gradient  $a_2$  when the *intake pipe pressure*  $P_m$  is high.

Here, if the gradients of the two linear function expressions are referred to as  $a_1$  and  $a_2$ , respectively, and the *intake pipe pressure* and the engine load ratio at the connecting point  $CP$  are referred to as  $b$  and  $c$ , respectively, these two linear function expressions can be expressed with the following equations:

$$K_{Loff} = a_1 \cdot (P_m - b) + c \quad \dots P_m \leq b$$

$$K_{Loff} = a_2 \cdot (P_m - b) + c \quad \dots P_m > b$$

These equations can be integrated into the following

equation (3):

$$KL_{off} = a \cdot (P_m - b) + c \quad (3)$$

$$a = a_1 \quad \dots P_m \leq b$$

$$a = a_2 \quad \dots P_m > b$$

5           In the embodiment of the present invention, the two  
linear function expressions of the *intake pipe pressure*  
 $P_m$  expressing the engine load ratio  $KL_{off}$  in the steady  
engine operation are stored in the ROM 32 in advance in  
the form of the equation (3). In this case, the *intake*  
10 *pipe pressure*  $b$  at the connecting point CP is identical  
to the one at the connecting point CP for the engine load  
ratio  $KL_{on}$  described above. Therefore, the number of  
parameters can be further reduced. Of course, the *intake*  
*pipe pressures* at these connecting points CP may be  
15 different from each other.

The parameters  $a$  and  $c$  of the equation (3) are  
calculated based on the following equations:

$$a_1 = a_1^* \cdot k_{tha}$$

$$a_2 = a_2^* \cdot k_{tha}$$

20            $c = c^* \cdot k_{tha} \cdot k_{pa}$

where,  $a_1^*$  and  $a_2^*$ , and  $c^*$  are the gradients and the  
engine load ratio at the connecting point, respectively,  
when an engine environmental condition is the  
predetermined reference environmental condition as  
25 described above, or in the standard condition.

Therefore, considering the fact that the atmospheric  
temperature correction coefficient  $k_{tha}$  or the  
atmospheric pressure correction coefficient  $k_{pa}$  are  
representative values representing the actual engine  
30 environmental condition, it can be said that the  
parameters  $a_1^*$ ,  $a_2^*$  and  $c^*$  in the reference environmental  
condition are corrected based on the representative  
values representing the actual engine environmental  
condition. Alternatively, it can be considered that the  
35 engine load ratio  $KL_{off}$  in the reference environmental  
condition is corrected based on the representative values

representing the actual engine environmental condition.

On the other hand, in the embodiment of the present invention, the parameters  $a^*$  ( $a1^*$  and  $a2^*$ ) and  $c^*$  are set in accordance with the engine speed  $NE$ , taking the fact  
5 that the engine charging efficiency depends on the engine speed  $NE$  into account.

More specifically, as shown in Fig. 11A, the gradient  $a1^*$  becomes larger as the engine speed  $NE$  becomes higher when the engine speed  $NE$  is low, and  
10 becomes smaller as the engine speed  $NE$  becomes higher when the engine speed  $NE$  is high. The gradient  $a2^*$  becomes larger as the engine speed  $NE$  becomes higher when the engine speed  $NE$  is low, and becomes smaller as the engine speed  $NE$  becomes higher when the engine speed  $NE$  is high, as shown in Fig. 11B. These gradients  $a1^*$  and  $a2^*$  are obtained by experiments and stored in the ROM 32 in advance as a function of the engine speed  $NE$  in the form of maps shown in Figs. 11A and 11B, respectively.

Further, as shown in Fig. 12, the engine load ratio  $c^*$  at the connecting point CP becomes larger as the  
20 engine speed  $NE$  becomes higher when the engine speed  $NE$  is low, and becomes smaller as the engine speed  $NE$  becomes higher when the engine speed  $NE$  is high. The engine load ratio  $c^*$  at the connecting point CP is also  
25 obtained by experiments in advance and stored in the ROM 32 as a function of the engine speed  $NE$  in the form of a map as shown in Fig. 12.

Therefore, generally speaking, it can be said that two linear function expressions of the *intake pipe pressure*  $P_m$  expressing the *cylinder-charged air amount*  $M_{air}$  or the engine load ratio  $K_{Loff}$  in the engine steady operation for different engine speeds  $NE$  are determined and stored in advance.

As a result, when the *intake pipe pressure*  $P_m$  is  
35 detected by the pressure sensor 39, for example, the engine load ratio  $K_{Lon}$  or  $K_{Loff}$  can be obtained accurately and simply using the equation (2) or (3)

described above, from the detected *intake pipe pressure*  $P_m$ , and thus the air-fuel ratio can be made equal to the target air-fuel ratio accurately and simply.

5 The fact that the engine load ratios  $K_{Lon}$  and  $K_{Loff}$  can be expressed with the linear function expression of the *intake pipe pressure*  $P_m$  means that there is no need to create respective maps representing the relationships between the engine load ratios  $K_{Lon}$ ,  $K_{Loff}$  and the *intake pipe pressure*  $P_m$ . Further, it also means that there is  
10 no need to solve complicated equations such as differential equations and, therefore, reduces a computation load on the CPU 34.

In this connection, as described above, the engine load ratio  $K_L$  represents the *cylinder-charged air amount*  $M_{air}$  ( $M_{air} = K_L/k_k$ ). Here, considering the fact that  
15 only fresh air is charged in the cylinder when the EGR gas is not supplied, it can be considered that the engine load ratio  $K_{Loff}$  when the EGR gas is not supplied represents a total amount of the gas charged in the  
20 cylinder at this time, i.e., the *cylinder-charged gas amount*  $M_c$ .

Here, considering that the *cylinder-charged gas amount*  $M_c$  does not change whether the EGR gas is supplied or not, it can be said that the engine load ratio  $K_{Loff}$   
25 when the EGR gas is not supplied represents not only the *cylinder-charged gas amount*  $M_c$  when the EGR gas is not supplied but also the *cylinder-charged gas amount*  $M_c$  when the EGR gas is supplied.

On the other hand, as described above, the *cylinder-charged air amount*  $M_{air}$  in the engine steady operation  
30 with the EGR gas being supplied is expressed with the engine load ratio  $K_{Lon}$ .

Accordingly, it can be said that a result of subtraction  $\Delta K_L (= K_{Loff} - K_{Lon})$  of the engine load  
35 ratio  $K_{Lon}$  when the EGR gas is supplied from the engine load ratio  $K_{Loff}$  when the EGR gas is not supplied represents the *cylinder-charged EGR gas amount*  $M_{cegr}$  in

the engine steady operation.

More specifically, as shown in Fig. 13, for example, assuming that  $K_{Loff} = K_{Loff1}$  and  $K_{Lon} = K_{Lon1}$  when  $P_m = P_{m1}$ , the *cylinder-charged EGR gas amount*  $M_{cegr}$  in the engine steady operation is expressed with  $\Delta K_L (= K_{Loff1} - K_{Lon1})$ .

Therefore, the *cylinder-charged EGR gas amount*  $M_{cegr}$  in the engine steady operation can be calculated based on the following equation (4):

$$M_{cegr} = kegr1 \cdot \Delta K_L \quad (4)$$

where  $kegr1$  represents a conversion factor from the engine load ratio  $K_L$  to the *cylinder-charged EGR gas amount*  $M_{cegr}$ .

Therefore, if the *intake pipe pressure*  $P_m$  is detected by the pressure sensor 39, for example, the *cylinder-charged EGR gas amount*  $M_{cegr}$  in the engine steady operation can be obtained accurately and simply using the equation (4) described above, from the detected *intake pipe pressure*  $P_m$ .

In this connection, in the engine steady operation, the *EGR control valve passing-through gas flow rate*  $m_{cegr}$  and the *cylinder-sucked EGR gas amount*  $m_{cegr}$  are equal to each other and the *cylinder-charged EGR gas amount*  $M_{cegr}$  can be expressed with the product of the *cylinder-sucked EGR gas amount*  $m_{cegr}$  and  $\Delta T$  ( $M_{cegr} = m_{cegr} \cdot \Delta T$ ), as described above.

Therefore, it can be said that the difference  $\Delta T$  mentioned above also represents the *EGR control valve passing-through gas flow rate*  $m_{cegr}$  in the engine steady operation.

In the embodiment according to the present invention, the *EGR control valve passing-through gas flow rate*  $m_{cegr}$  in the engine steady operation is calculated based on the following equation (5):

$$m_{cegr} = kegr2 \cdot \Delta K_L \quad (5)$$

where  $kegr2$  represents a conversion factor from the engine load ratio  $KL$  to the *EGR control valve passing-through gas flow rate*  $megr$ .

As described above, the *EGR control valve passing-through gas flow rate*  $megr$  in the engine steady operation is calculated using the above-described equation (5). However, the *EGR control valve passing-through gas flow rate*  $megr$  in an engine transient operation can also be calculated using this equation (5).

More specifically, considering the fact that the *EGR control valve passing-through gas flow rate*  $megr$  greatly depends on the pressure difference between the upstream and downstream of the EGR control valve 22, i.e., the difference between the exhaust pressure  $P_e$  and the intake pipe pressure  $P_m$ , and that the exhaust pressure  $P_e$  and the exhaust temperature  $T_e$  upstream of the EGR control valve 22 in the engine transient operation is less different from  $P_e$  and  $T_e$  in the engine steady operation, it can be said that the *EGR control valve passing-through gas flow rate*  $megr$  can be determined if the intake pipe pressure  $P_m$  is determined.

Therefore, when the intake pipe pressure  $P_m$  is detected by the pressure sensor 39, for example, the *EGR control valve passing-through gas flow rate*  $megr$  both in the engine steady and transient operations can be determined accurately and simply using the above-described equation (5) from the detected intake pipe pressure  $P_m$ . In this case, the cylinder-charged EGR gas amount  $M_{cegr}$  in the engine steady operation may be calculated either from the *EGR control valve passing-through gas flow rate*  $megr$  in the engine steady operation or from the difference  $\Delta KL$  using the above-described equation (4).

Fig. 14 shows a calculation routine for the *EGR control valve passing-through gas flow rate*  $megr$  in the above-described embodiment according to the present invention. This routine is executed by interruption

every predetermined time.

Referring to Fig. 14, first, in step 100, the intake pipe pressure  $P_m$ , the engine speed  $NE$  and the opening degree of the EGR control valve  $STP$  are read in. In the following step 101, the atmospheric temperature correction coefficient  $k_{tha}$  and the atmospheric pressure correction coefficient  $k_{pa}$  are calculated. In the following step 102, the intake pipe pressure  $b^*$  and engine load ratio  $c^*$  and  $r^*$  at the connecting point  $CP$  under the reference environmental condition are calculated from the maps of Figs. 7, 8B, and 12. In the following step 103, the parameters  $b$ ,  $c$  and  $r$  are calculated by correcting  $b^*$ ,  $c^*$  and  $r^*$  using  $k_{tha}$  and  $k_{pa}$ . In the following step 104, it is judged whether the detected intake pipe pressure  $P_m$  is not higher than the intake pipe pressure  $b$  at the connecting point. If  $P_m \leq b$ , the process proceeds to step 105, where  $a1^*$  and  $e1^*$  are calculated from the maps of Figs. 6C and 11A. In the following step 106, the gradients  $a^*$  and  $e^*$  are set to  $a1^*$  and  $e1^*$ , respectively. Then, the process proceeds to step 109. In contrast, if  $P_m > b$ , the process proceeds to step 107, where  $a2^*$  and  $e2^*$  are calculated from the maps of Figs. 6D and 11B. In the following step 108, the gradients  $a^*$  and  $e^*$  are set to  $a2^*$  and  $e2^*$ , respectively. Then, the process proceeds to step 109.

In the step 109, the parameters  $a$  and  $e$  are calculated by correcting  $a^*$  and  $e^*$  using  $k_{tha}$  and  $k_{pa}$ . In the following step 110, the engine load ratio  $K_{Loff}$  is calculated based on the equation (3) ( $K_{Loff} = a \cdot (P_m - b) + c$ ). In the following step 111, the engine load ratio  $K_{Lon}$  is calculated based on the equation (2) ( $K_{Lon} = e \cdot (P_m - b) + r$ ). In the following step 112, the difference  $\Delta KL$  is calculated ( $\Delta KL = K_{Loff} - K_{Lon}$ ). In the following step 113, the EGR control valve passing-through gas flow rate  $megr$  is calculated based on the equation (5) ( $megr = kegr2 \cdot \Delta KL$ ).

In the embodiment described above, the engine load ratios  $K_{Loff}$  and  $K_{Lon}$  are expressed with the respective two linear function expressions. However, the engine load ratios  $K_{Loff}$  and  $K_{Lon}$  may also be expressed with  
5 respective  $m$ -th function expressions of  $n$  ( $n, m = 1, 2, \dots$ )

Thus, it can be said that, in the embodiment described above, the *cylinder-charged air amount* or the engine load ratio  $K_{Loff}$  in the engine steady operation with the EGR gas being not supplied is expressed with a  
10 first function expression which is a function expression of the *intake pipe pressure*  $P_m$  and the first function expression is obtained and stored in advance, the *cylinder-charged air amount* or the engine load ratio  $K_{Lon}$   
15 in the engine steady operation with the EGR gas being supplied is expressed with a second function expression which is a function expression of the *intake pipe pressure*  $P_m$  and the second function expression is obtained and stored in advance, the *cylinder-charged air amounts* or the engine load ratios  $K_{Loff}$  and  $K_{Lon}$  are  
20 calculated from the *intake pipe pressure*  $P_m$  obtained in advance using the first and second function expressions, respectively, the difference  $\Delta K_L$  between these calculated *cylinder-charged air amounts* or the engine  
25 load ratios  $K_{Loff}$  and  $K_{Lon}$  is calculated and, then, the EGR control valve passing-through gas flow rate  $m_{egr}$  is calculated based on the difference  $\Delta K_L$ .

In addition, generally speaking, it can be said that the difference  $\Delta K_L$  between the *cylinder-charged air amount* or the engine load ratio  $K_{Loff}$  in the engine  
30 steady operation with the EGR gas being not supplied and the *cylinder-charged air amount* or the engine load ratio  $K_{Lon}$  in the engine steady operation with the EGR gas being supplied, is expressed with function expressions of  
35 the *intake pipe pressure*  $P_m$ , and the function expressions are obtained and stored in advance, the *intake pipe*



pressure  $P_m$  is obtained, the difference  $\Delta K_L$  is calculated from the obtained *intake pipe pressure*  $P_m$  using the function expressions and, then, the *EGR control valve passing-through gas flow rate*  $m_{egr}$  in the engine steady and transient operations and the *cylinder-charged EGR gas amount*  $M_{cegr}$  in the engine steady operation are calculated based on the difference  $\Delta K_L$ .

Next, another embodiment according to the present invention will be explained.

The difference  $\Delta K_L$  described above can be explained using the equations (3) and (2) expressing  $K_{Loff}$  and  $K_{Lon}$ , as the following equation:

$$\begin{aligned}\Delta K_L &= K_{Loff} - K_{Lon} \\ &= (a - e) \cdot (P_m - b) + (c - r) \quad (6)\end{aligned}$$

Here, if substitution  $(a - e) = h$  and  $(c - r) = i$  are made, the equation (6) will be rewritten as follows:

$$\Delta K_L = h \cdot (P_m - b) + i \quad (7)$$

$$h = h_1 \quad \dots P_m \leq b$$

$$h = h_2 \quad \dots P_m > b$$

Therefore, as shown in Fig. 15, the difference  $\Delta K_L$  is expressed with two linear function expressions of the *intake pipe pressure*  $P_m$  having different gradients from each other and continuous with each other at a connecting point CP. More specifically, the difference  $\Delta K_L$  is expressed with one linear function expression with the gradient  $h_1$  when the *intake pipe pressure*  $P_m$  is low, and expressed with the other linear function expression with the gradient  $h_2$  when the *intake pipe pressure*  $P_m$  is high.

In the embodiment of the present invention, the two linear function expressions of the *intake pipe pressure*  $P_m$  expressing the difference  $\Delta K_L$  are stored in the ROM 32 in the form of the equation (7). This reduces the number of parameters.

The parameters  $h$ ,  $b$  and  $i$  in this equation (7) are

calculated based on the following equations:

$$h1 = h1^* \cdot ktha$$

$$h2 = h2^* \cdot ktha$$

$$i = i^* \cdot ktha \cdot kpa$$

5 where  $h1^*$  and  $h2^*$ , and  $i^*$  are the gradients and the difference at the connecting point CP, respectively, when the engine environmental condition is the predetermined reference condition. These values  $h1^*$ ,  $h2^*$  and  $i^*$  are obtained by experiments and stored in the ROM 32, in  
10 advance, as a function of the engine speed NE and the opening degree of the EGR control valve STP in the form of maps shown in Figs. 16A, 16B and 16C, respectively. Here, the parameter  $b$  is similar to the one in the embodiment described above and, thus, an explanation  
15 therefor is omitted.

Therefore, generally speaking, it can be said that two linear function expressions of the *intake pipe pressure*  $P_m$  expressing the difference  $\Delta K_L$  for different opening degree of the EGR control valve STP are obtained  
20 and stored in advance. Further, it can also be said that two linear function expressions of the *intake pipe pressure*  $P_m$  expressing the difference  $\Delta K_L$  for different engine speeds are obtained and stored in advance.

Fig. 17 shows a calculation routine for the *EGR control valve passing-through gas flow rate*  $megr$  in the above-described alternative embodiment. This routine is executed by interruption every predetermined time.

Referring to Fig. 17, first, in step 120, the *intake pipe pressure*  $P_m$ , the engine speed NE and the opening  
30 degree of the EGR control valve STP are read in. In the following step 121, the atmospheric temperature correction coefficient  $ktha$  and the atmospheric pressure correction coefficient  $kpa$  are calculated. In the following step 122, the *intake pipe pressure*  $b^*$  and the  
35 difference  $i^*$  at the connecting point CP under the reference environmental condition are calculated from the

maps of Figs. 7 and 16C. In the following step 123, the parameters  $b$  and  $i$  are calculated by correcting  $b^*$  and  $i^*$  using  $k_{tha}$  and  $k_{pa}$ . In the following step 124, it is determined whether the detected *intake pipe pressure*  $P_m$  is not higher than the *intake pipe pressure*  $b$  at the connecting point. Then, if  $P_m \leq b$ , the process proceeds to step 125, where  $h1^*$  is calculated from the map of Fig. 16A. In the following step 126, the gradient  $h^*$  is set to  $h1^*$ . Then, the process proceeds to step 129. In contrast, if  $P_m > b$ , the process proceeds to step 127, where  $h2^*$  is calculated from the map of Fig. 16B. In the following step 128, the gradient  $h^*$  is set to  $h2^*$ . Then, the process proceeds to step 129.

In the step 129, the parameter  $h$  is calculated by correcting  $h^*$  using  $k_{tha}$  and  $k_{pa}$ . In the following step 130, the difference  $\Delta KL$  is calculated based on the equation (7) ( $\Delta KL = h \cdot (P_m - b) + i$ ). In the following step 131, the *EGR control valve passing-through gas flow rate*  $megr$  is calculated based on the equation (5) ( $megr = k_{egr2} \cdot \Delta KL$ ).

Here, the opening degree of the EGR control valve STP will be explained briefly. As described above, the opening degree of the EGR control valve is represented by the step number STP of the step motor of the EGR control valve 22 and, thus, the EGR control valve 22 is closed as the step number STP becomes zero and the opening degree of the EGR control valve becomes larger as the step number STP becomes larger.

However, in fact, as shown in Fig. 18, even when the step number STP is increased from zero, the EGR control valve 22 is not opened at once, but it is opened only after the step number STP exceeds STP1. Therefore, the opening degree of the EGR control valve must be expressed with the result of subtraction ( $STP - STP1$ ) of STP1 from the step number STP.

Further, as there is typically a manufacturing error

in the EGR control valve 22, the actual opening degree of the EGR control valve expressed by the step number STP may deviate from a proper opening degree. Therefore, in the internal combustion engine shown in Fig. 1, a  
5 correction coefficient  $k_g$  for making the actual opening degree of the EGR control valve equal to the proper opening degree is obtained, and is added to the step number STP.

Therefore, the opening degree of the EGR control  
10 valve STP will be expressed with the following equation:

$$STP = STP - STP_0 + k_g$$

where  $STP_0$  is a step number at which an EGR control valve 22 having a central value of dimensional tolerance begins opening. In the embodiment according to the present  
15 invention, the opening degree of the EGR control valve STP thus calculated is used as an argument for the maps.

In this connection, the *EGR control valve passing-through gas flow rate*  $m_{egr}$  or the *cylinder-charged EGR gas amount*  $M_{cegr}$  in the engine steady operation  
20 calculated as described above may be further corrected in consideration of the exhaust temperature  $T_e$ .

An explanation for a case in which the *EGR control valve passing-through gas flow rate*  $m_{egr}$  is corrected will now be given. The *EGR control valve passing-through gas flow rate*  $m_{egr}$  in this case is expressed with the  
25 following equation, for example:

$$m_{egr} = m_{egr} \cdot k_{wu} \cdot k_{rtd} \cdot k_{inc}$$

where  $k_{wu}$ ,  $k_{rtd}$  and  $k_{inc}$  represent a correction coefficient at the time of warming-up, a correction  
30 coefficient at the time of retardation, and a correction coefficient at the time of increase of fuel supply amount, respectively.

The correction coefficient at the time of warming-up is intended to correct the *EGR control valve passing-through gas flow rate*  $m_{egr}$  when the warming-up is in  
35 process. The exhaust temperature  $T_e$  when the warming-up is in process is lower than that when it is completed

and, thus, the *EGR control valve passing-through gas flow rate* megr (g/sec) increases accordingly. The *EGR control valve passing-through gas flow rate* megr calculated using the above-described equation (2), (3) or (7) is the value  
5 when the warming-up operation is completed and, therefore, it must be corrected.

As shown in Fig. 19A, the correction coefficient at the time of warming-up kwu becomes smaller as an engine coolant temperature THW representing the extent of  
10 warming-up becomes higher, and is maintained at 1.0 after the engine coolant temperature THW becomes equal to or be higher than a temperature TWU representing the completion of warming-up. This correction coefficient at the time of warming-up kwu is stored in the ROM 32 in advance in  
15 the form of a map shown in Fig. 19A.

On the other hand, the correction coefficient at the time of retardation krtd is intended to correct the *EGR control valve passing-through gas flow rate* megr when a retardation correction of the ignition timing is in  
20 process. The exhaust temperature Te when the retardation correction is in process is higher than that when it is not in process and, thus, the *EGR control valve passing-through gas flow rate* megr is reduced accordingly.

As shown in Fig. 19B, the correction coefficient at the time of retardation krtd is set to 1.0 when the  
25 retardation amount RTD is zero, and becomes smaller as the retardation amount RTD becomes larger. This correction coefficient at the time of retardation krtd is stored in the ROM 32 in advance in the form of a map  
30 shown in Fig. 19B.

Further, the correction coefficient at the time of increase of fuel supply amount kinc is intended to correct the *EGR control valve passing-through gas flow rate* megr when an increasing correction of fuel supply  
35 amount is in process. The exhaust temperature Te when the increasing correction of fuel supply amount is in process is lower than that when it is not in process and,

thus, the *EGR control valve passing-through gas flow rate megr* increases accordingly.

As shown in Fig. 19C, the correction coefficient at the time of increase of fuel supply amount *kinc* is set to 1.0 when the increasing correction amount *Finc* is zero, and becomes smaller as the increasing correction amount *Finc* becomes larger. This correction coefficient at the time of increase of fuel supply amount *kinc* is stored in the ROM 32 in advance in the form of a map shown in Fig. 19C.

This allows that the *EGR control valve passing-through gas flow rate megr* is calculated with higher accuracy.

Alternatively, the exhaust temperature *Te* when the retardation correction of ignition timing or the increasing correction of fuel supply amount is not in process may be obtained in advance as a function of the engine operating condition such as the engine speed *NE* and the required load *L*, the actual exhaust temperature *Te* may be detected or estimated and, then, the *EGR control valve passing-through gas flow rate megr* may be corrected based on the difference between the exhaust temperature *Te* when the retardation correction of ignition timing or the increasing correction of fuel supply amount is not in process and the actual exhaust temperature *Te*. The same may be applied to the *cylinder-charged EGR gas amount Mcegr* in the engine steady operation and, thus, an explanation therefor is omitted.

In the internal combustion engine shown in Fig. 1, as described above, the *EGR supply pipe 21* downstream of the *EGR control valve 22* is forked into the branches connected to the respective intake branches 12. In this configuration, in order to suppress unevenness of the amount of the *EGR gas* supplied to each cylinder, a choke 23 may be provided in each of the branches of the *EGR supply pipe 21*, as shown in Fig. 20.

In this case, first, in the engine steady operation,

a *choke passing-through gas flow rate*  $m_{chk}$  (g/sec), which is an amount of the EGR gas passing through the chokes 23, coincides with the *EGR control valve passing-through gas flow rate*  $m_{egr}$ . Therefore, as understood from the foregoing description, the *choke passing-through gas flow rate*  $m_{chk}$  in the engine steady operation can be calculated based on the difference  $\Delta K_L$ . Note that the *choke passing-through gas flow rate*  $m_{chk}$  represents a flow rate of the EGR gas flowing into the intake pipe.

On the other hand, in the engine transient operation, the *choke passing-through gas flow rate*  $m_{chk}$  does not always coincide with the *EGR control valve passing-through gas flow rate*  $m_{egr}$ . However, when an internal volume of the EGR supply pipe 21 from the EGR control valve 22 to the chokes 23 is relatively small,  $m_{chk}$  substantially coincides with  $m_{egr}$ . Therefore, when the internal volume of the EGR supply pipe 21 from the EGR control valve 22 to the chokes 23 is relatively small, the *choke passing-through gas flow rate*  $m_{chk}$  can be calculated based on the difference  $\Delta K_L$ , either in the engine steady or transient operation.

Figs. 21A, 21B and 21C show different internal combustion engines to which the present invention can be applied.

In an internal combustion engine shown in Fig. 21A, additional surge tanks 25 are connected to the intake branches 12 of each cylinder via respective intake pipe length control valves 24a.

The intake pipe length control valves 24a are closed when the engine speed is low, and are opened when the engine speed is high, for example. When the intake pipe length control valves 24a are closed, communication between the intake branches 12 and the additional surge tanks 25 is blocked to extend the effective length of the intake pipe. In contrast, when the intake pipe length control valves 24a are opened, the intake branches 12 and

the additional surge tanks 25 are communicated with each other to shorten the effective length of the intake pipe. As a result, an efficient intake air pulsation is achieved, irrespective of the engine speed NE.

5           On the other hand, in an internal combustion engine shown in Fig. 21B, each of the intake branches 12 of the cylinders is provided with a respective pair of intake passages 12a and 12b therein separated by a respective partition wall 26, and each of the intake passages 12a  
10           and 12b is connected to the respective intake port 7. A swirl control valve 24b is disposed in one intake passage 12a of the pair of the intake passages 12a and 12b.

          The swirl control valves 24b are closed when the engine load is low, and are opened when the engine load  
15           is high, for example. When the swirl control valves 24b are closed, the gas mixture flows into the cylinder only from the other intake passage 12b to create a swirl in the cylinder about the cylinder axis. In contrast, when the swirl control valves 24b are opened, the gas mixture  
20           flows into the cylinder from both intake passages 12a and 12b and, thus, a sufficient amount of fresh air is supplied to the cylinder.

          In an internal combustion engine shown in Fig. 21C, a tumble control valve 24c is disposed at the bottom of  
25           internal space of each intake branch 12 of the cylinder.

          The tumble control valves 24c are closed when the engine load is low, and are opened when the engine load is high, for example. When the tumble control valves 24c are closed, the gas mixture proceeds along the top of the  
30           internal wall of the intake branch 12, flows in the cylinder through a portion at the side of the exhaust valve 8 of the opening formed around the intake valve 7, falls down along the internal wall of the cylinder bore beneath the intake valve 8, proceeds on the top surface  
35           of the piston and, then, ascends along the internal wall of the cylinder bore beneath the intake valve 7, to create a swirl or tumble flow in the cylinder. In



contrast, when the tumble control valves 24c are opened, the gas mixture flows in the cylinder through the entire intake branch 12 and, thus, a sufficient amount of fresh air is supplied to the cylinder.

5 If a device controlling the air flow in the intake pipe, such as the intake pipe length control valve 24a, the swirl control valve 24b and the tumble control valve 24c, is referred to as an intake control valve, the engine load ratio KL may vary depending on whether the  
10 intake control valve is closed or opened.

Therefore, in each internal combustion engine shown in Figs. 21A through 21C, maps representing the parameters  $a^*$ ,  $b^*$ ,  $c^*$ ,  $e^*$ ,  $r^*$ ,  $h^*$  and  $i^*$  when the intake control valve is closed and maps representing these  
15 parameters when the intake control valve is opened are obtained and stored, in advance, and the parameters may be calculated from either map depending on the condition of the intake control valve.

When the opening degree of the intake control valve  
20 is controlled in a multi-step manner, each parameter may be set as a function of the opening degree of the intake control valve. More specifically, with regard to the parameter  $a^*$ , for example,  $a^*$  may be stored as a function of the engine speed NE, the opening degree of the EGR  
25 control valve STP and the opening degree of the intake control valve in the form of a three-dimensional map. The same can be applied to the other parameters.

Therefore, generally speaking, it can be said that a linear function expression of the *intake pipe pressure*  $P_m$   
30 expressing the engine load ratios  $KL_{on}$  and  $KL_{off}$  or the difference  $\Delta KL$  for different opening degrees of the intake control valve are obtained and stored in advance.

In this way, in each internal combustion engine shown in Figs. 21A through 21C, each parameter is  
35 calculated using the map for the intake control valve being closed when the intake control valve is closed, and using the map for the intake control valve being opened

when the intake control valve is opened and, therefore, the engine load ratios  $K_{Lon}$  or  $K_{Loff}$  or the difference  $\Delta K_L$  is calculated accurately.

However, in the internal combustion engine of Fig. 21B, for example, the swirl flow is not created soon after the swirl control valve 24b is closed, but is created gradually with the elapse of time. This means that the engine load ratios  $K_{Lon}$  and  $K_{Loff}$  or the difference  $\Delta K_L$  cannot always be calculated accurately even if the map used for calculating the parameter is switched in response to the switching of the swirl control valve 24b from the closed state to the opened state. The same can be applied to a case when the swirl control valve is turned open.

Therefore, it is preferable to change each parameter gradually with a predetermined changing rate, from the value calculated using the map for the condition of the intake control valve before the switching, to that calculated using the map for the condition of the intake control valve after the switching. Accordingly, this allows that the engine load ratios  $K_{Lon}$  and  $K_{Loff}$  or the difference  $\Delta K_L$  is calculated accurately even during the switching of the intake control valve. Further, the changing rate when the intake control valve is switched from the closed state to the opened state and that when it is switched from the opened state to the closed state, may be different from each other.

In the embodiments according to the present invention described above, the engine load ratios  $K_{Lon}$  and  $K_{Loff}$  or the difference  $\Delta K_L$  are calculated from the intake pipe pressure  $P_m$  detected by the pressure sensor 39. Alternatively, the intake pipe pressure  $P_m$  may be estimated based on the opening degree of the throttle valve or an output of an air flow meter disposed in the intake duct 14 upstream of the throttle valve 17, for example, and the engine load ratio  $K_L$  may be calculated

from the estimated *intake pipe pressure*  $P_m$ . Further alternatively, the *intake pipe pressure*  $P_m$  may be estimated using a computation model, for example, and the engine load ratio  $K_L$  may be calculated from the estimated  
5 *intake pipe pressure*  $P_m$ .

When the *intake pipe pressure*  $P_m$  is estimated based on the opening degree of the throttle valve, the *intake pipe pressure*  $P_m$  is obtained in advance as a function of the opening degree of the throttle valve, the engine  
10 speed  $NE$  and the opening degree of the EGR control valve  $STP$ , and is stored in the form of a map.

The thus obtained  $P_m$  is read in in step 100 shown in Fig. 14 or in step 120 shown in Fig. 17.

On the other hand, if the *intake pipe pressure*  $P_m$  is  
15 estimated based on the output of the air flow meter, the estimated *intake pipe pressure*  $P_m$  may exceed the maximum pressure  $P_{mmax}$  which the *intake pipe pressure*  $P_m$  can accept, due to detection accuracy of the air flow meter or the like. However, as shown in Fig. 22B, in the range  
20 of  $P_m > P_{mmax}$ , the engine load ratio  $K_{Lon}$  expressed with the above-described equation (2) may be larger than the engine load ratio  $K_{Loff}$  expressed with the equation (3) and, in this case, the difference  $\Delta K_L$  will be a negative value. Thus, if the estimated *intake pipe pressure*  $P_m$   
25 exceeds the maximum pressure  $P_{mmax}$ , the difference  $\Delta K_L$  may not be calculated accurately.

Accordingly, as shown in Fig. 22A, in the range of  $P_m > P_{mmax}$ , maintaining of the difference  $\Delta K_L$  at a constant value  $\Delta K_{LC}$ , will eliminate such a problem.  
30 Namely, the difference  $\Delta K_L$  can still be calculated accurately when the estimated *intake pipe pressure*  $P_m$  exceeds the maximum pressure  $P_{mmax}$ .

Fig. 23 shows a calculation routine for the *EGR control valve passing-through gas flow rate*  $m_{egr}$   
35 according to the embodiment explained referring to Figs.

$e \cdot (P_m - b) + r$ ). In the following step 153, the difference  $\Delta K_L$  is calculated ( $\Delta K_L = K_{Loff} - K_{Lon}$ ). Then, the process proceeds to step 155.

5 If  $P_m > P_{mmax}$  in step 144, the process proceeds to step 154, where the difference is set to the constant  $\Delta K_{LC}$  and, then, the process proceeds to step 155.

In step 155, the *EGR control valve passing-through gas flow rate*  $m_{egr}$  is calculated based on the equation (5) ( $m_{egr} = k_{egr2} \cdot \Delta K_L$ ).

10 According to the present invention, it is possible to provide an apparatus for calculating an amount of a recirculated exhaust gas for an internal combustion engine which can obtain the *exhaust gas recirculation control valve passing-through gas amount*, simply and  
15 accurately.

While the invention has been described by reference to specific embodiments chosen for purposes of illustration, it should be apparent that numerous  
20 modifications could be made thereto by those skilled in the art without departing from the basic concept and scope of the invention.

22A and 22B. This routine is executed by interruption every predetermined time.

Referring to Fig. 23, first, in step 140, the intake pipe pressure  $P_m$ , the engine speed  $NE$  and the opening degree of the EGR control valve  $STP$  are read in. In the following step 141, the atmospheric temperature correction coefficient  $k_{tha}$  and the atmospheric pressure correction coefficient  $k_{pa}$  are calculated. In the following step 142, the intake pipe pressure  $b^*$  and engine load ratio  $c^*$  and  $r^*$  at the connecting point  $CP$  under the reference environmental condition are calculated from the maps of Figs. 7, 8B, and 12. In the following step 143, the parameters  $b$ ,  $c$  and  $r$  are calculated by correcting  $b^*$ ,  $c^*$  and  $r^*$  using  $k_{tha}$  and  $k_{pa}$ . In the following step 144, it is judged whether the obtained intake pipe pressure  $P_m$  is not higher than the maximum pressure  $P_{mmax}$ . If  $P_m \leq P_{mmax}$ , the process proceeds to step 145, where it is judged whether the obtained intake pipe pressure  $P_m$  is not higher than the intake pipe pressure  $b$  at the connecting point. If  $P_m \leq b$ , the process proceeds to step 146, where  $a1^*$  and  $e1^*$  are calculated from the maps of Figs. 6C and 11A. In the following step 147, the gradients  $a^*$  and  $e^*$  are set to  $a1^*$  and  $e1^*$ , respectively. Then, the process proceeds to step 150. In contrast, if  $P_m > b$  in step 145, the process proceeds to step 148, where  $a2^*$  and  $e2^*$  are calculated from the maps of Figs. 6D and 11B. In the following step 149, the gradients  $a^*$  and  $e^*$  are set to  $a2^*$  and  $e2^*$ , respectively. Then, the process proceeds to step 150.

In the step 150, the parameters  $a$  and  $e$  are calculated by correcting  $a^*$  and  $e^*$  using  $k_{tha}$  and  $k_{pa}$ . In the following step 151, the engine load ratio  $K_{Loff}$  is calculated based on the equation (3) ( $K_{Loff} = a \cdot (P_m - b) + c$ ). In the following step 152, the engine load ratio  $K_{Lon}$  is calculated based on the equation (2) ( $K_{Lon} =$

CLAIMS

1. An apparatus for calculating an amount of a recirculated exhaust gas for an internal combustion engine, the engine having an intake pipe and an exhaust pipe, the intake pipe downstream of an throttle valve and the exhaust pipe being connected with each other via an exhaust gas recirculation passage, and an exhaust gas recirculation control valve for controlling an amount of recirculated exhaust gas flowing through the exhaust gas recirculation passage being disposed in the exhaust gas recirculation passage, the apparatus comprising:

means for expressing a difference between a *cylinder-charged air amount* in an engine steady operation with the recirculated exhaust gas being not supplied, and the *cylinder-charged air amount* in the engine steady operation with the recirculated exhaust gas being supplied, with a function expression of an *intake pipe pressure*, and for obtaining and storing the function expression in advance, the *cylinder-charged air amount* being an amount of fresh air charged in a cylinder, and the *intake pipe pressure* being a pressure in the intake pipe downstream of the throttle valve;

means for obtaining the *intake pipe pressure*; and

means for calculating the difference from the obtained *intake pipe pressure* using the function expression, and for calculating an *exhaust gas recirculation control valve passing-through gas amount*, which is an amount of the recirculated exhaust gas passing through the exhaust gas recirculation control valve when the exhaust gas recirculation control valve is opened, based on the difference.

2. An apparatus according to claim 1, wherein the *intake pipe pressure* in the engine steady operation is obtained, wherein the difference is calculated from the obtained *intake pipe pressure* using the function expression, and wherein an amount of the recirculated

exhaust gas charged in the cylinder in the engine steady operation is calculated based on the difference.

3. An apparatus according to claim 1, wherein the  
cylinder-charged air amount in the engine steady  
5 operation with the recirculated exhaust gas being not  
supplied is expressed with a first function expression of  
the intake pipe pressure, and the first function  
expression is obtained and stored in advance, and the  
cylinder-charged air amount in the engine steady  
10 operation with the recirculated exhaust gas being  
supplied is expressed with a second function expression  
of the intake pipe pressure, and the second function  
expression is obtained and stored in advance, wherein the  
cylinder-charged air amounts are respectively calculated  
15 from the obtained intake pipe pressure using the first  
and second function expressions, wherein a difference  
between these calculated cylinder-charged air amounts is  
calculated, and wherein the exhaust gas recirculation  
control valve passing-through gas amount is calculated  
20 based on the difference.

4. An apparatus according to claim 1, wherein the  
respective function expressions are obtained and stored  
in advance for different opening degrees of the exhaust  
gas recirculation control valve, wherein the opening  
25 degree of the exhaust gas recirculation control valve is  
obtained, and wherein the difference is calculated using  
the function expression determined in accordance with the  
obtained opening degree of the exhaust gas recirculation  
control valve.

5. An apparatus according to claim 1, wherein the  
respective function expressions are obtained and stored  
in advance for different engine speeds, wherein the  
engine speed is obtained, and wherein the difference is  
calculated using the function expression determined in  
35 accordance with the obtained engine speed.

6. An apparatus according to claim 1, wherein the  
function expression comprises two linear function

expressions having different gradients from each other and are continuous with each other at a connecting point.

7. An apparatus according to claim 3, wherein each of the first and second function expressions comprises  
5 two linear function expressions having different gradients from each other and being continuous with each other at a respective connecting point.

8. An apparatus according to claim 1, the engine having a plurality of cylinders connected to respective  
10 intake branches, wherein the exhaust gas recirculation passage downstream of the exhaust gas recirculation control valve is forked into branches connected to the respective intake branches, wherein chokes are provided in the branches of the exhaust gas recirculation passage,  
15 wherein an amount of the recirculated exhaust gas passing through the respective chokes and flowing into the respective intake branches is calculated based on the difference.

9. An apparatus according to claim 1, wherein an  
20 intake control valve is provided for controlling an air flow in the intake pipe downstream of the throttle valve, wherein the respective function expressions are obtained and stored in advance for different opening degrees of the intake control valve, wherein the opening degree of  
25 the intake control valve is obtained, and wherein the difference is calculated using the function expression determined in accordance with the obtained opening degree of the intake control valve.

10. An apparatus according to claim 9, wherein the  
30 intake control valve comprises an intake pipe length control valve for controlling the effective length of the intake pipe.

11. An apparatus according to claim 9, wherein the  
35 intake control valve comprises a swirl or tumble control valve for controlling formation of a swirl or tumble flow in the cylinder.

12. An apparatus according to claim 9, wherein at



least one parameter defining the function expression is changed gradually when the opening degree of the intake control valve is changed.

13. An apparatus according to claim 1, wherein the  
5 function expression expresses the difference when an engine environmental condition is a predetermined reference environmental condition, wherein a representative value representing the engine  
10 environmental condition is obtained, and wherein the difference calculated using the function expression, or the *exhaust gas recirculation control valve passing-through gas amount*, is corrected based on the representative value.

14. An apparatus according to claim 1, wherein an  
15 engine coolant temperature is obtained, and wherein the difference or the *exhaust gas recirculation control valve passing-through gas amount* is corrected based on the engine coolant temperature.

15. An apparatus according to claim 1, the internal  
20 combustion engine having an ignition plug, wherein when a retardation correction of ignition timing is performed, the difference or the *exhaust gas recirculation control valve passing-through gas amount* is corrected based on an amount of the retardation correction of the ignition  
25 timing.

16. An apparatus according to claim 1, wherein when  
increasing correction of the fuel supply amount is performed, the difference or the *exhaust gas  
30 recirculation control valve passing-through gas amount* is corrected based on an amount of the increasing correction of the fuel supply amount.

17. An apparatus according to claim 1, wherein the  
35 *intake pipe pressure* is detected by a pressure sensor disposed in the intake pipe downstream of the throttle valve, and wherein the difference is calculated from the detected *intake pipe pressure* using the function expression.

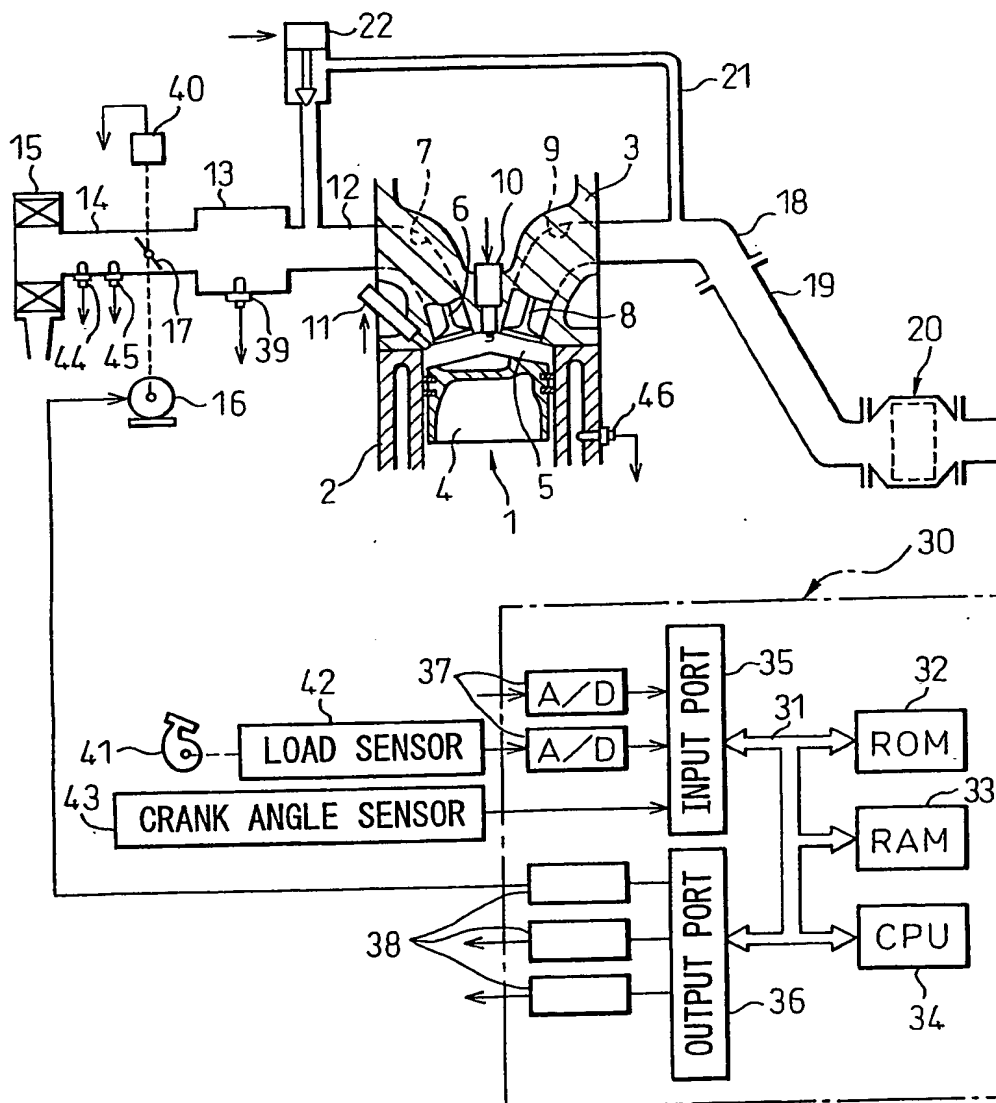
18. An apparatus according to claim 1, wherein an opening degree of the throttle valve is obtained, wherein the *intake pipe pressure* is estimated based on the obtained opening degree of the throttle valve, and  
5 wherein the difference is calculated from the estimated *intake pipe pressure* using the function expression.

19. An apparatus according to claim 1, wherein an amount of fresh air flowing through the intake pipe is detected by an air flow meter, wherein the *intake pipe*  
10 *pressure* is estimated based on the detected amount of the fresh air, and wherein the difference is calculated from the estimated *intake pipe pressure* using the function expression.

20. An apparatus according to claim 19, wherein the  
15 difference is maintained at a predetermined constant value when the estimated *intake pipe pressure* exceeds the maximum pressure.

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Fig.1



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Fig.2A

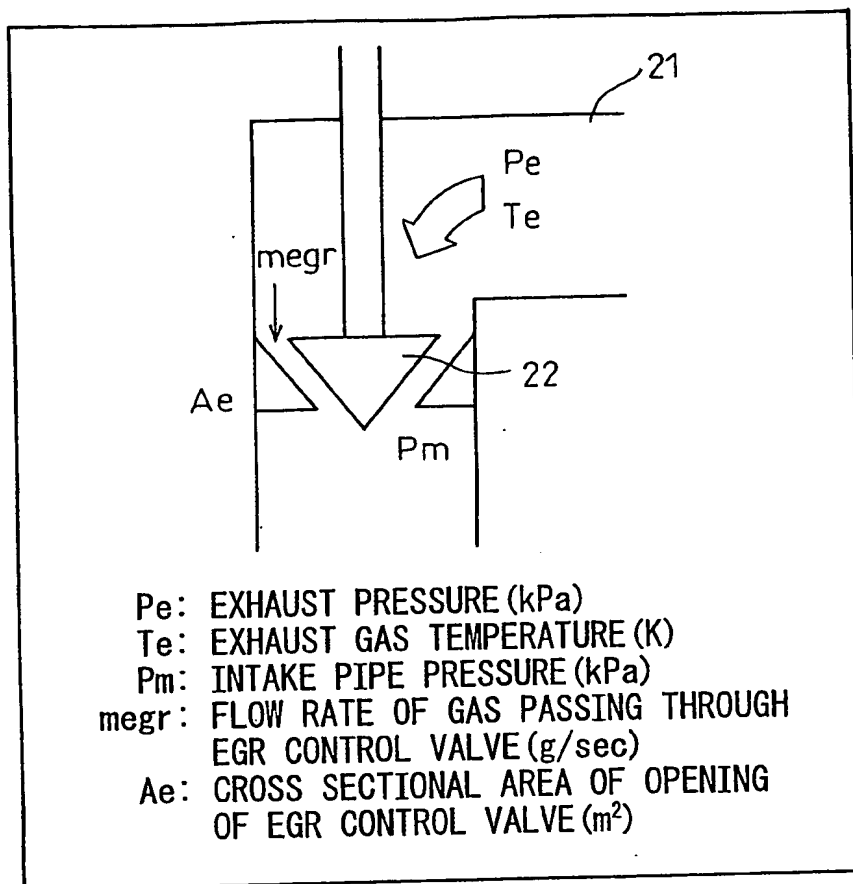
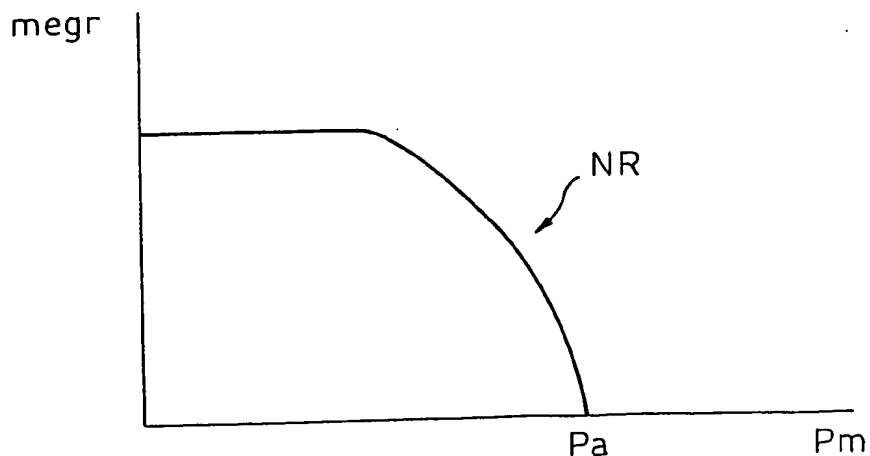
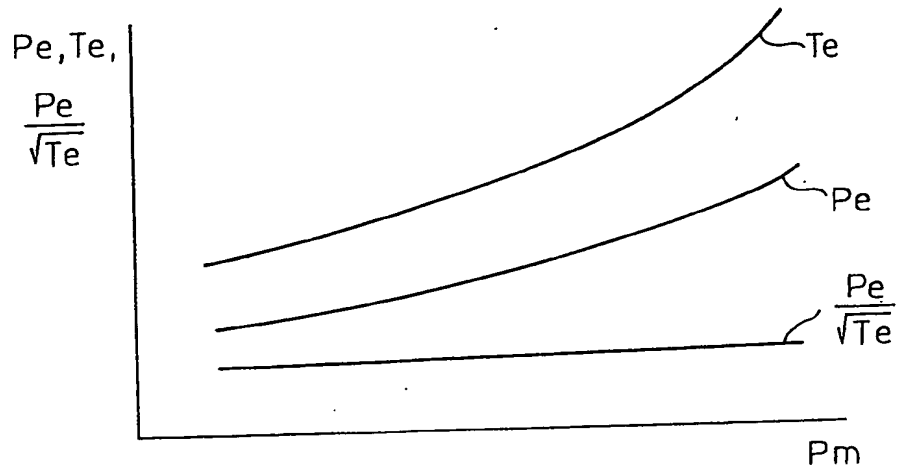


Fig.2B



$\frac{3}{21}$ 

Fig.3



$\frac{4}{21}$ 

Fig.4A

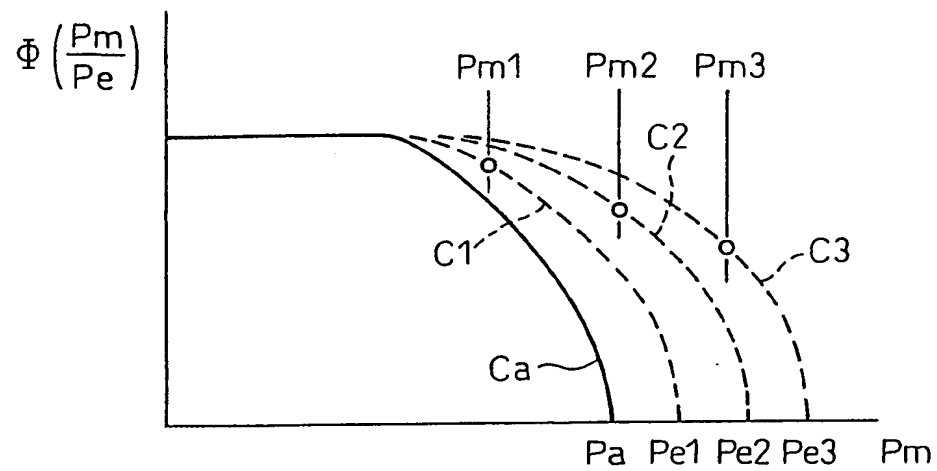
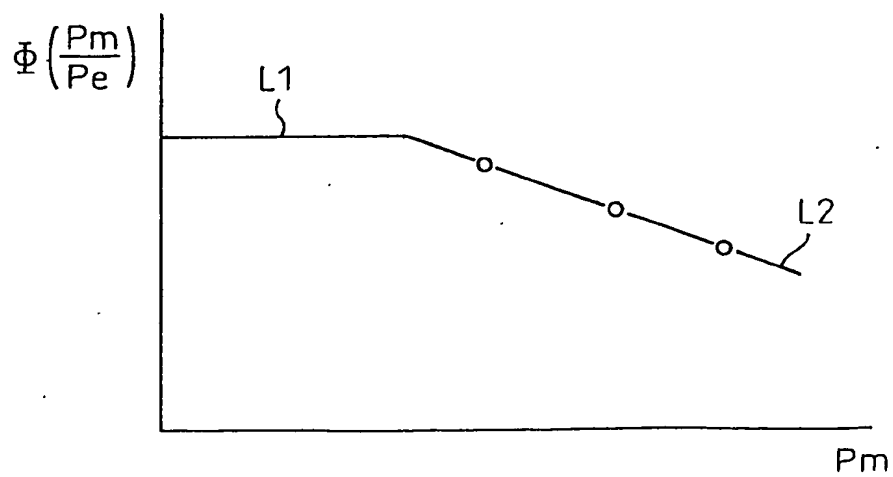
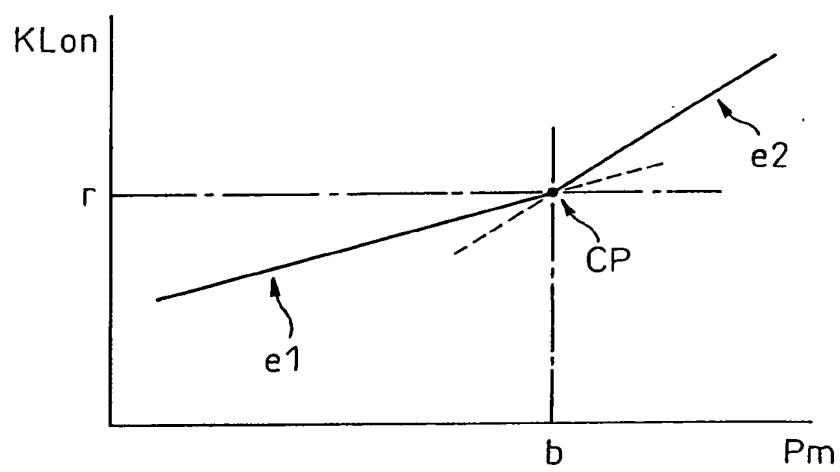


Fig.4B



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Fig.5



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Fig.6A

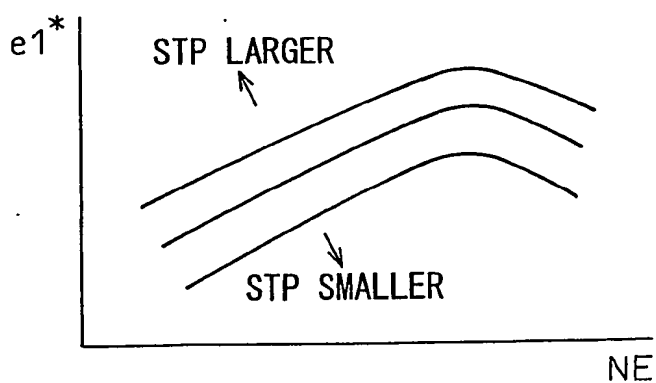


Fig.6B

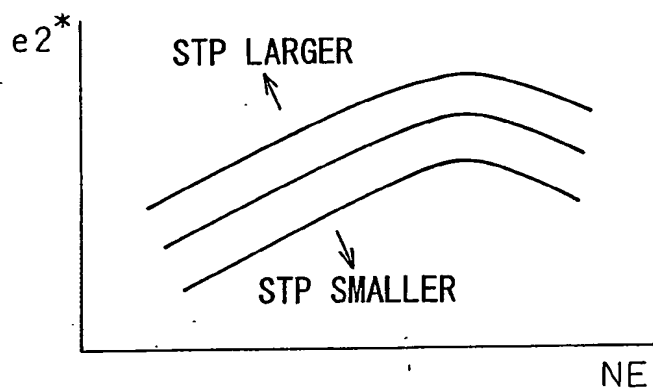


Fig.6C

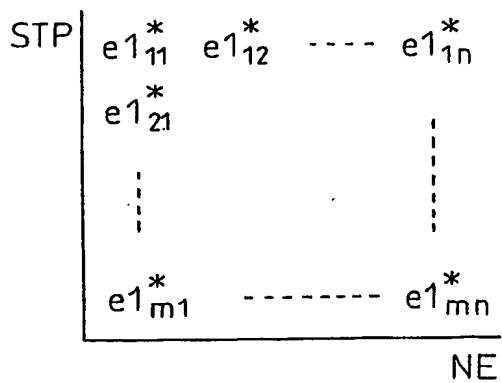
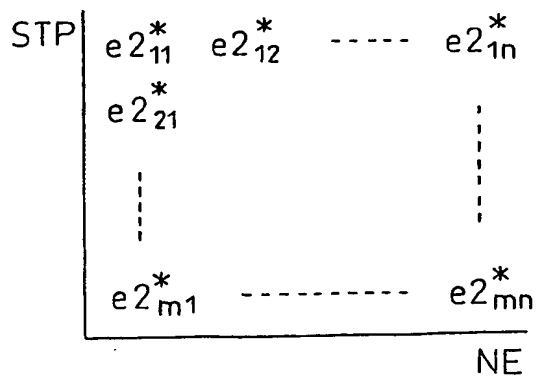


Fig.6D





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Fig.7

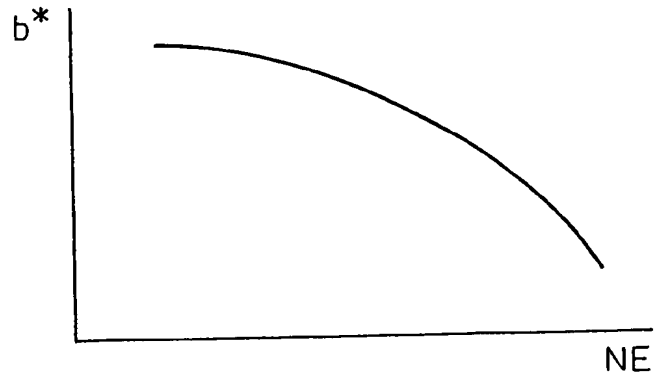


Fig.8A

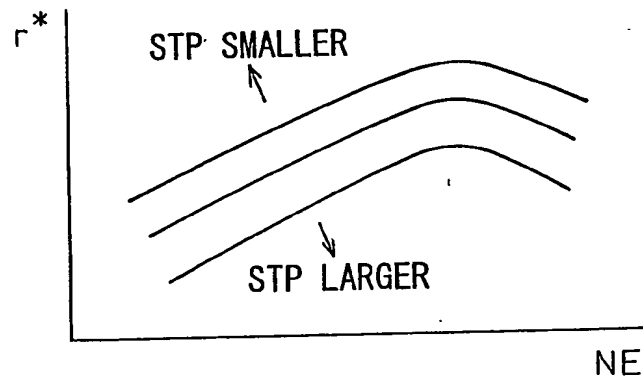
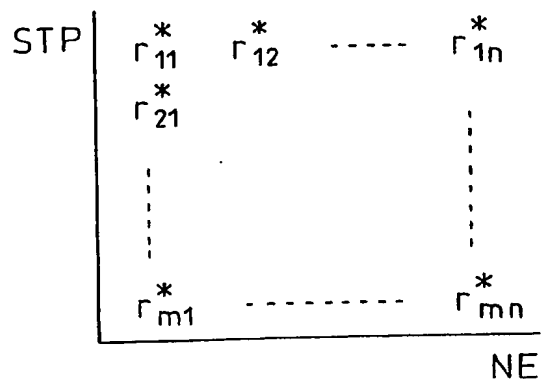


Fig.8B



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Fig.9

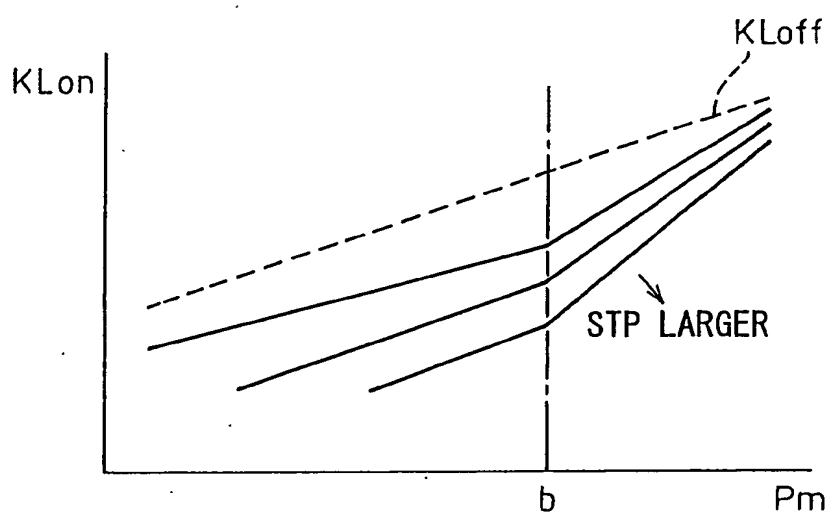
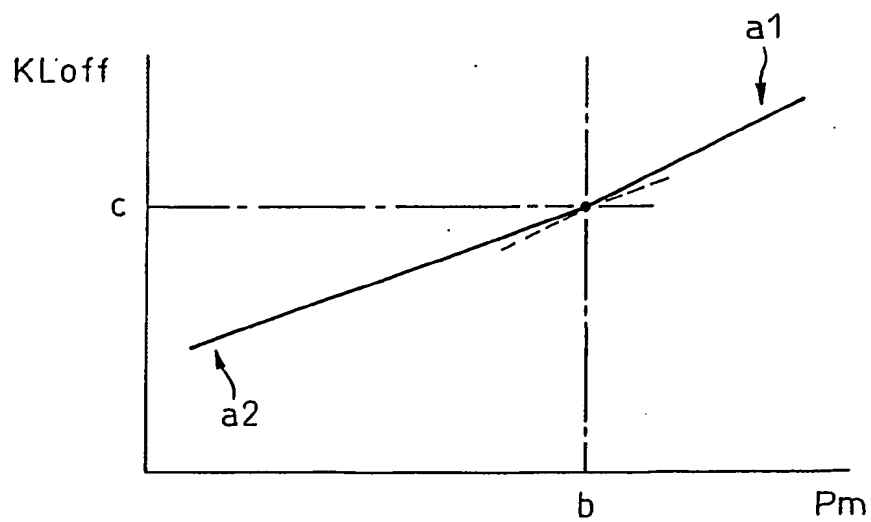


Fig.10



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Fig.11A

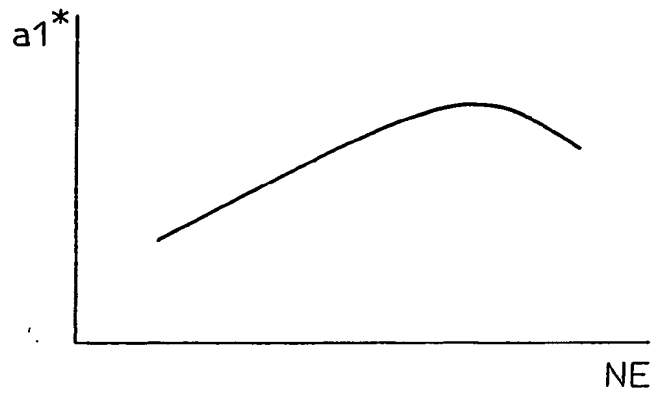


Fig.11B

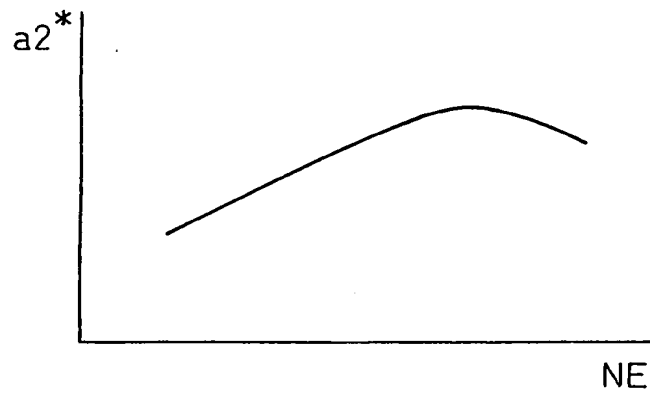
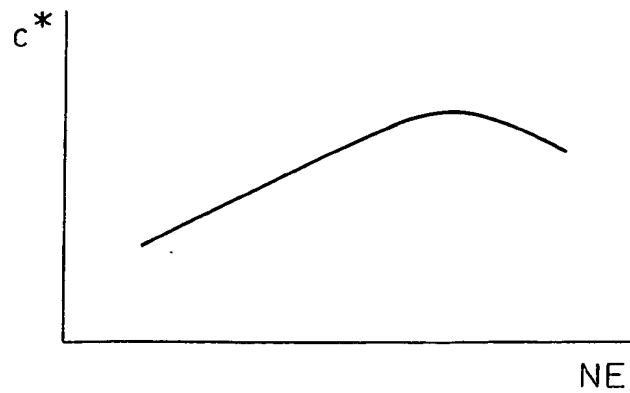
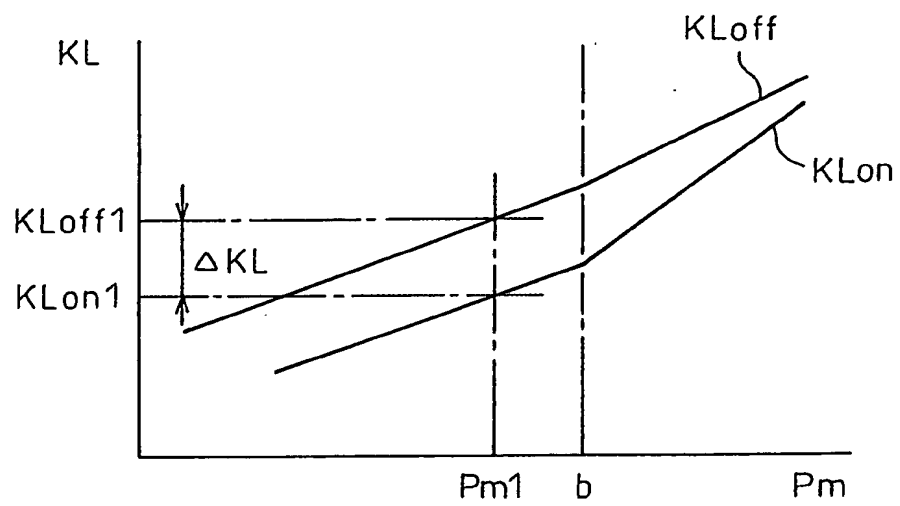


Fig.12



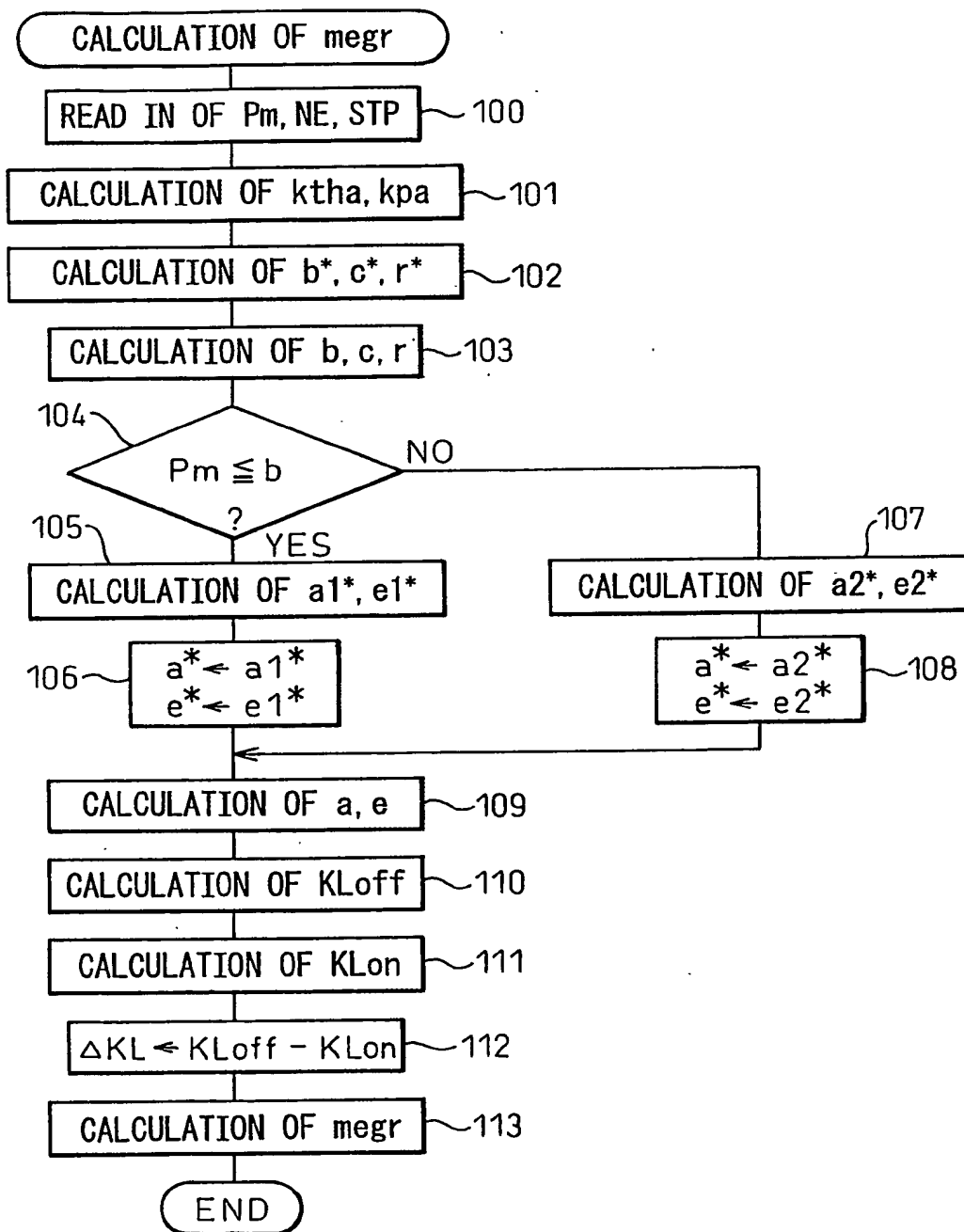
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Fig.13



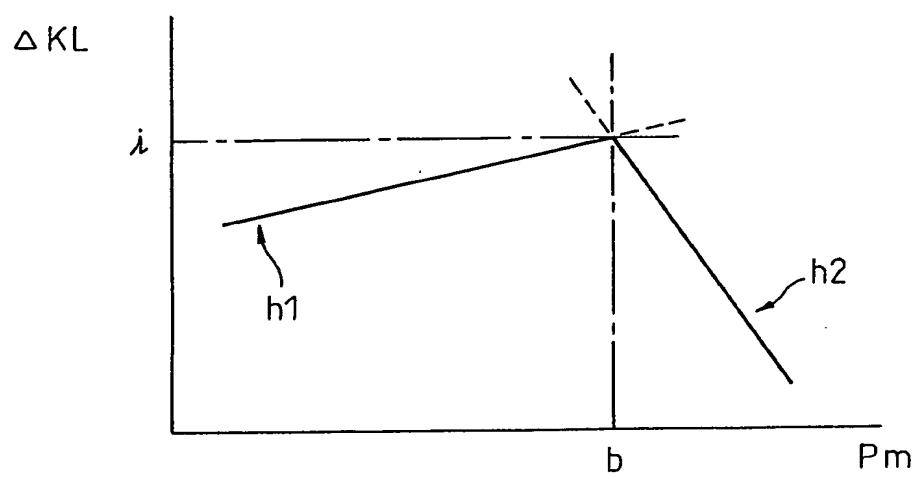
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Fig.14



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Fig.15



$$\frac{13}{21}$$

Fig.16A

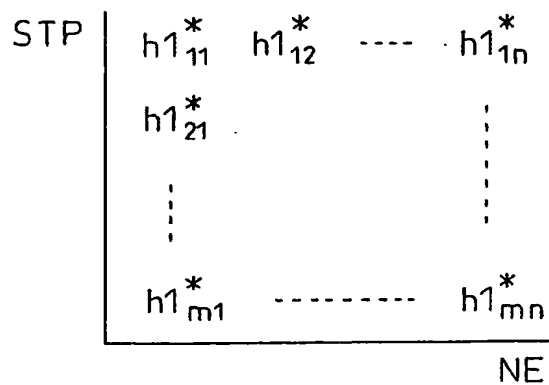


Fig.16B

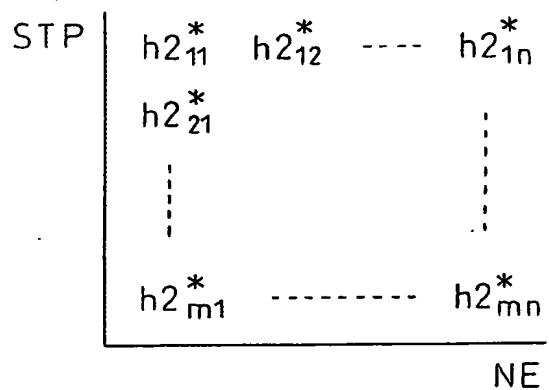
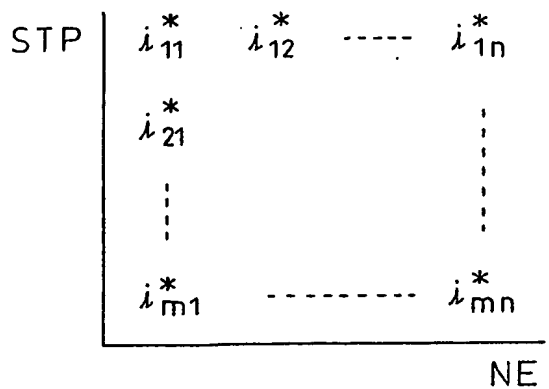
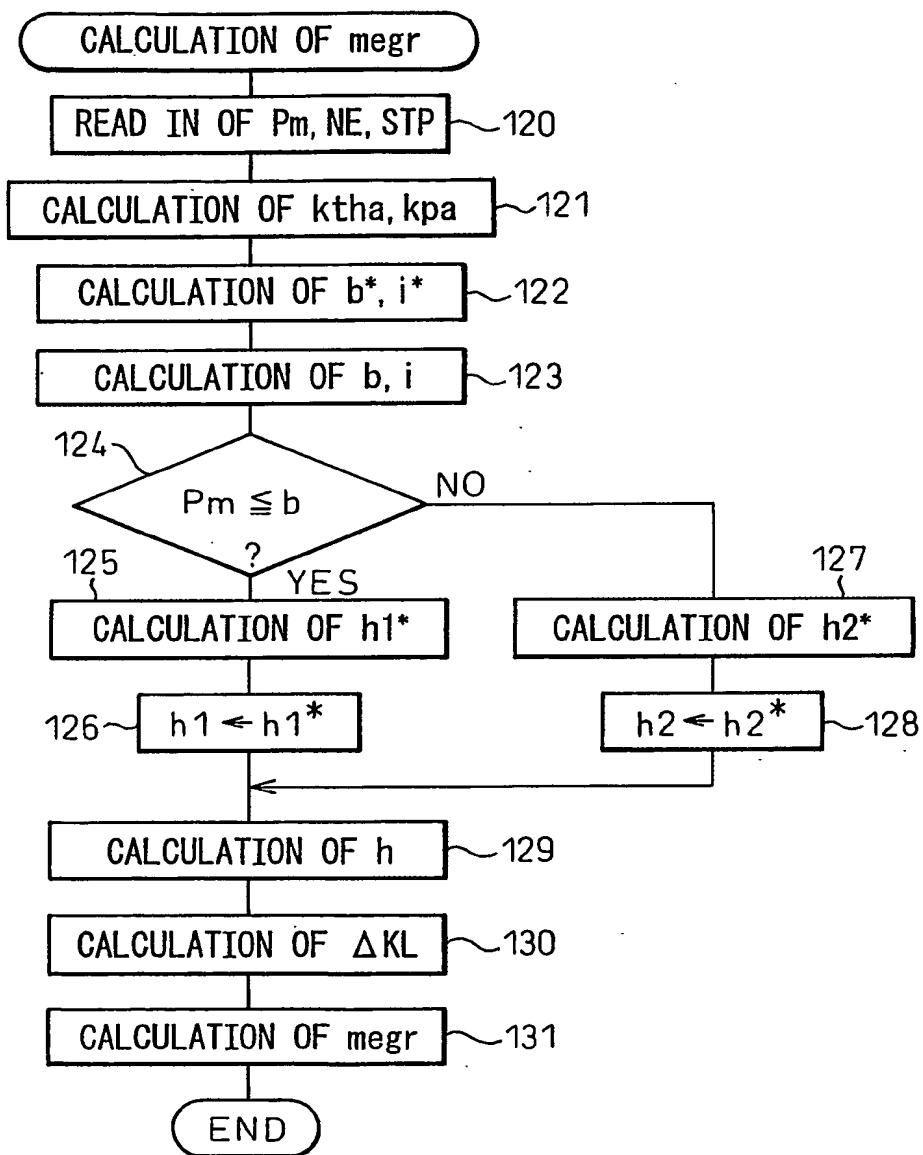


Fig.16C



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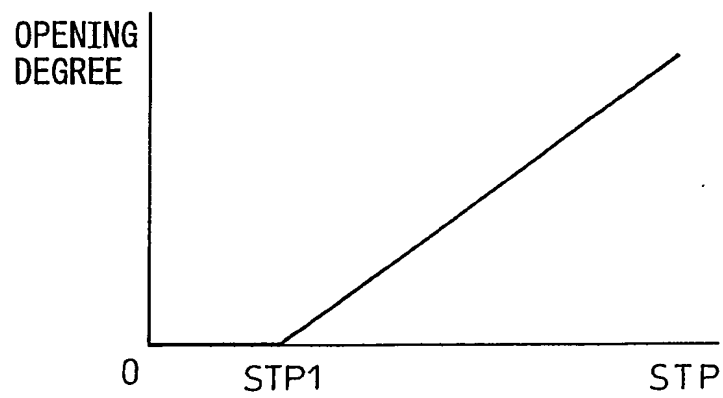
Fig.17





$\frac{15}{21}$ 

Fig.18



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Fig.19A

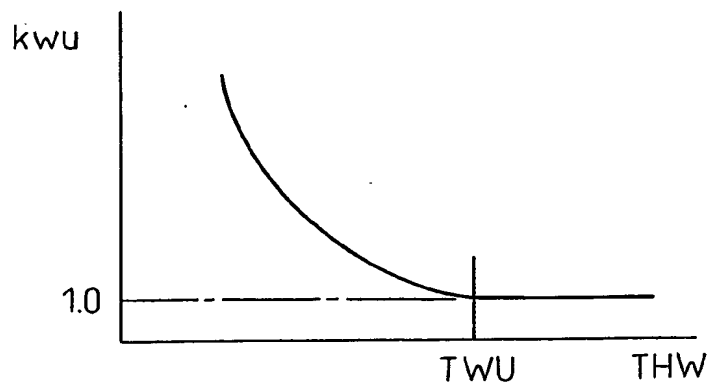


Fig.19B

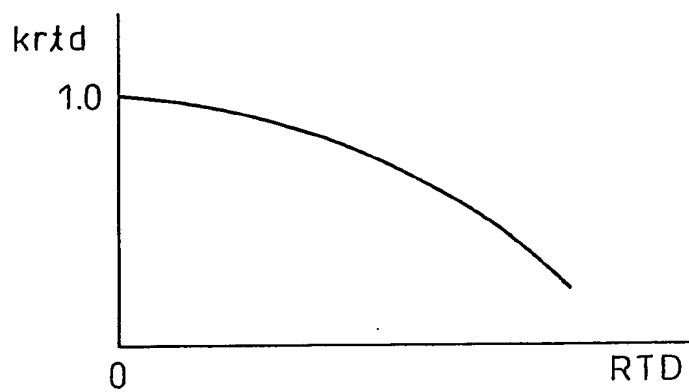
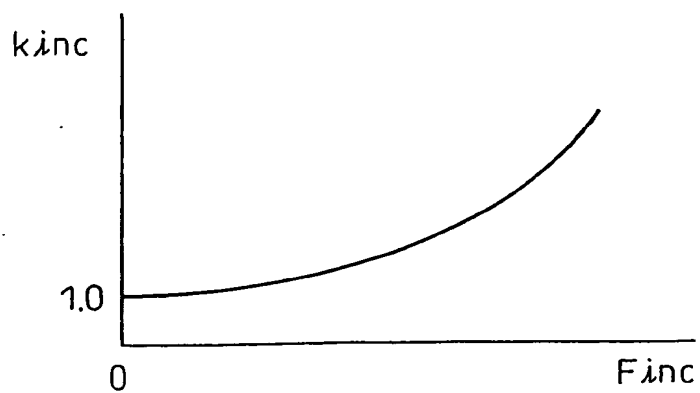
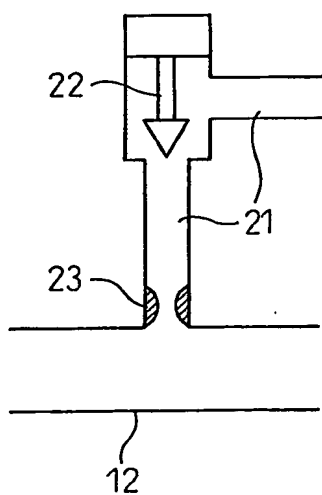


Fig.19C



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Fig.20



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Fig.21A

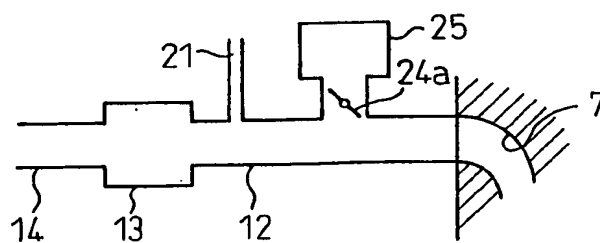


Fig.21B

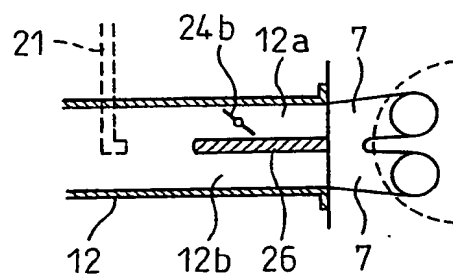
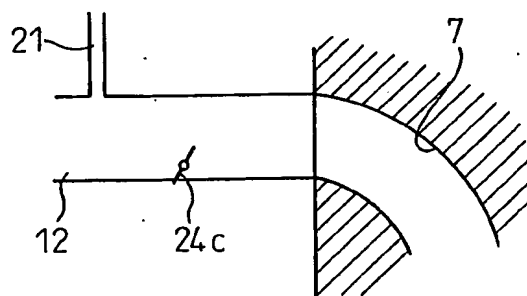


Fig.21C



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Fig.22A

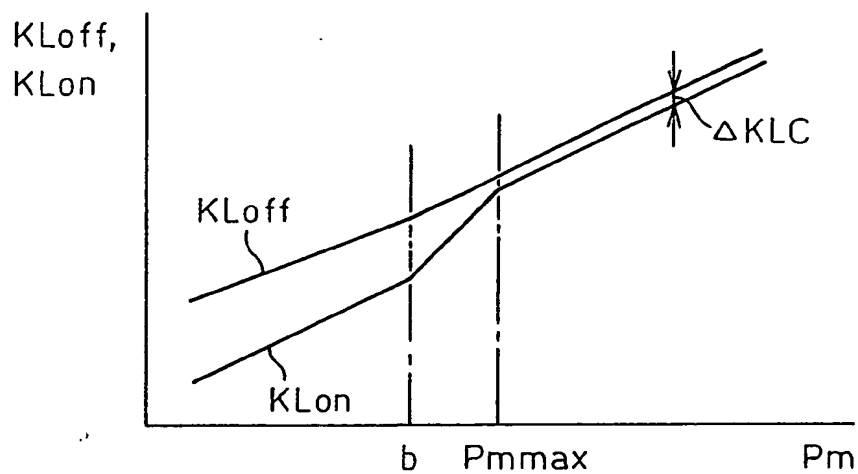
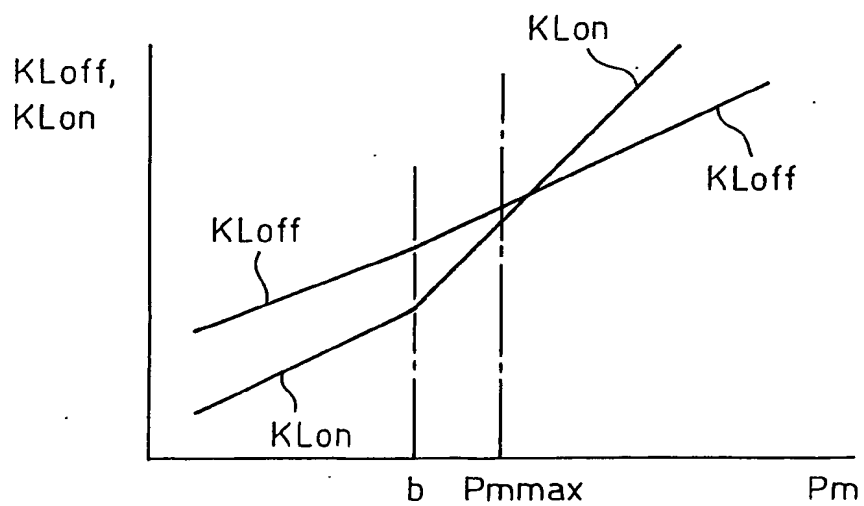
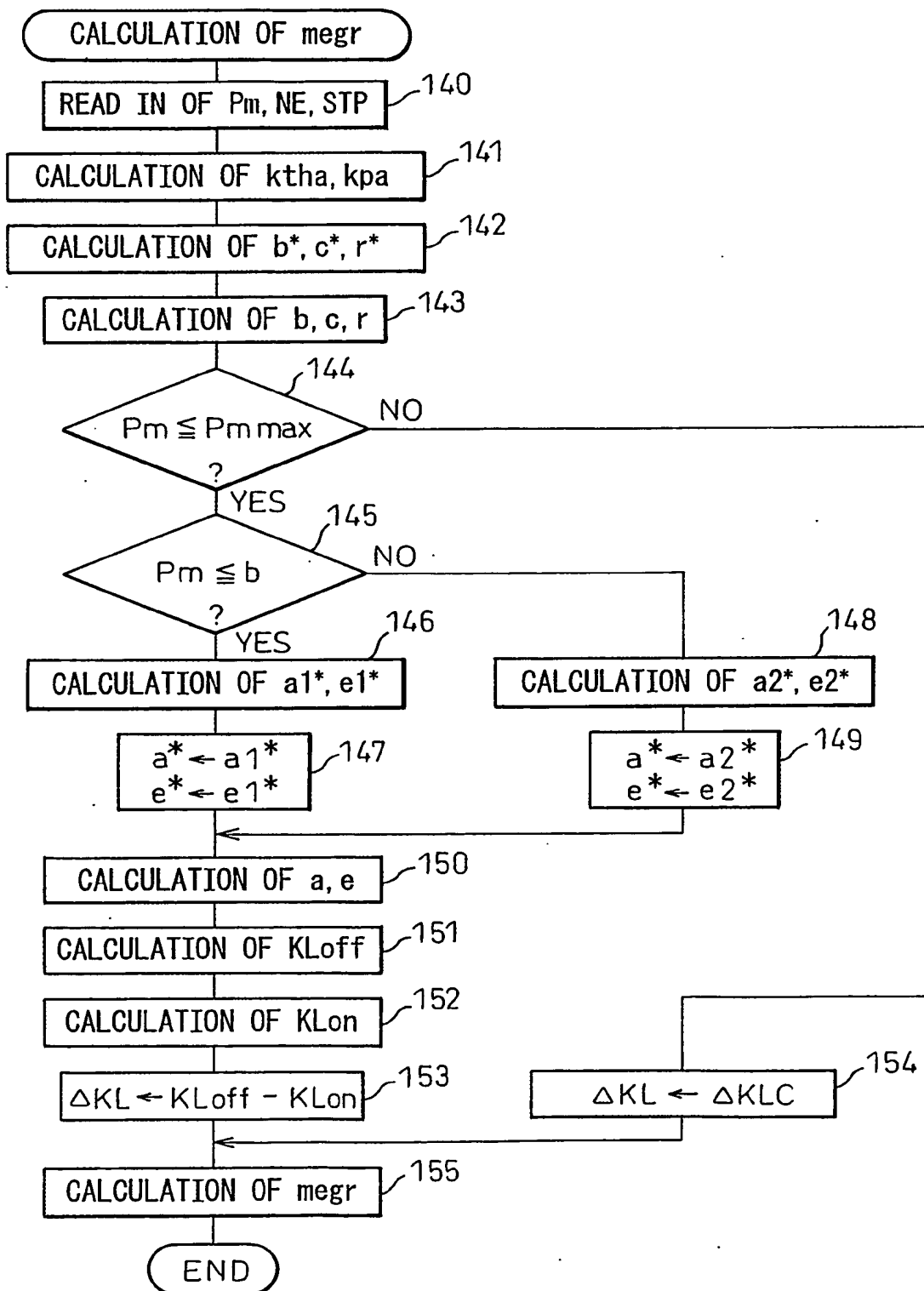


Fig.22B



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Fig.23



## LIST OF REFERENCE NUMERALS

- 1 ... Engine body
- 12 ... Intake branch
- 17 ... Throttle valve
- 5    18 ... Exhaust manifold
- 21 ... EGR supply pipe
- 22 ... EGR control valve

## INTERNATIONAL SEARCH REPORT

Inter.. Application No

PCT/JP 03/15660

## A. CLASSIFICATION OF SUBJECT MATTER

IPC 7 F02D21/08

According to International Patent Classification (IPC) or to both national classification and IPC

## B. FIELDS SEARCHED

Minimum documentation searched (classification system followed by classification symbols)

IPC 7 F02D F02M

Documentation searched other than minimum documentation to the extent that such documents are included in the fields searched

Electronic data base consulted during the International search (name of data base and, where practical, search terms used)

EPO-Internal, PAJ, WPI Data

## C. DOCUMENTS CONSIDERED TO BE RELEVANT

Category *	Citation of document, with indication, where appropriate, of the relevant passages	Relevant to claim No.
X	US 5 791 319 A (FRIEDRICH ARNO ET AL) 11 August 1998 (1998-08-11) abstract column 2, line 10 - line 46	1,2,17
X	EP 0 791 736 A (TOYOTA MOTOR CO LTD) 27 August 1997 (1997-08-27) abstract column 7, line 45 - column 8, line 26 column 9, line 24 - line 36	1,2,17
A	EP 0 485 089 A (HITACHI LTD) 13 May 1992 (1992-05-13) figures 17,20	1
A	DE 35 03 798 A (BOSCH GMBH ROBERT) 7 August 1986 (1986-08-07) abstract	1

☐ Further documents are listed in the continuation of box C.☒ Patent family members are listed in annex.

## \* Special categories of cited documents:

\*A\* document defining the general state of the art which is not considered to be of particular relevance

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\*L\* document which may throw doubts on priority claim(s) or which is cited to establish the publication date of another citation or other special reason (as specified)

\*O\* document referring to an oral disclosure, use, exhibition or other means

\*P\* document published prior to the international filing date but later than the priority date claimed

\*T\* later document published after the international filing date or priority date and not in conflict with the application but cited to understand the principle or theory underlying the invention

\*X\* document of particular relevance; the claimed invention cannot be considered novel or cannot be considered to involve an inventive step when the document is taken alone

\*Y\* document of particular relevance; the claimed invention cannot be considered to involve an inventive step when the document is combined with one or more other such documents, such combination being obvious to a person skilled in the art.

\*&amp;\* document member of the same patent family

Date of the actual completion of the international search

2 April 2004

Date of mailing of the international search report

13/04/2004

Name and mailing address of the ISA

European Patent Office, P.B. 5818 Patentlaan 2  
NL - 2280 HV Rijswijk  
Tel. (+31-70) 340-2040, Tx. 31 651 epo nl,  
Fax: (+31-70) 340-3016

Authorized officer

Röttger, K



## Information on patent family members

Intern Application No  
PCT/JP 03/15660

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			US 4762109 A	09-08-1988

# PATENT COOPERATION TREATY

# PCT

REC'D 27 OCT 2004

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## INTERNATIONAL PRELIMINARY EXAMINATION REPORT

(PCT Article 36 and Rule 70)

(Rationalised Report according to the Notice of the President of the EPO published in the OJ11/2001)

Applicant's or agent's file reference <b>M889-PCT</b>	FOR FURTHER ACTION <small>See Notification of Transmittal of International Preliminary Examination Report (Form PCT/IPEA/416)</small>	
International application No. <b>PCT/JP03/15660</b>	International filing date (day/month/year) <b>08/12/2003</b>	Priority date (day/month/year) <b>17/12/2002</b>
International Patent Classification (IPC) or national classification and IPC <b>F02D21/08</b>		
Applicant <b>TOYOTA JIDOSHA KABUSHIKI KAISHA</b>		

1. This international preliminary examination report has been prepared by this International Preliminary Examining Authority and is transmitted to the applicant according to Article 36.
2. This REPORT consists of a total of 2 sheets, including this cover sheet.  
  
☐ This report is also accompanied by ANNEXES, i.e., sheets of the description, claims and/or drawings which have been amended and are the basis for this report and/or sheets containing rectifications made before this Authority (see Rule 70.16 and Section 607 of the Administrative Instructions under the PCT).

These annexes consists of a total of \_\_\_\_\_ sheets.

3. This report contains indications relating to the following items:

- I ☒ Basis of the report
- II ☐ Priority
- III ☐ Non-establishment of opinion with regard to novelty, inventive step and industrial applicability
- IV ☐ Lack of unity of invention
- V ☒ Reasoned statement under Article 35(2) with regard to novelty, inventive step or industrial applicability; citations and explanations supporting such statement
- VI ☐ Certain documents cited
- VII ☐ Certain defects in the international application
- VIII ☐ Certain observations on the international application

EPO - DG 1

10. 12. 2004



Date of submission of the demand <b>13/07/2004</b>	Date of completion of this report <b>22/10/2004</b>
Name and mailing address of the IPEA/ <b>European Patent Office, P.B. 5818 Patentlaan 2 NL-2280 HV Rijswijk - Netherlands Tel.: (+31-70) 340-2040 Fax: (+31-70) 340-3016</b>	Authorized officer <b>WOHLRAPP R G</b>  Tel. (+49-89) 2399 2828  

**INTERNATIONAL PRELIMINARY  
EXAMINATION REPORT**

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International application No. PCT/JP03/15660

**I. Basis of the report**

The basis of this international preliminary examination is the application as originally filed.

**IV. Reasoned statement under Rule 66.2(a)(ii) with regard to novelty, inventive step or industrial applicability**

In light of the documents cited in the international search report, it is considered that the invention as defined in at least some of the claims does not appear to meet the criteria mentioned in Article 33(1) PCT, i.e. does not appear to be novel and/or to involve an inventive step (see international search report, in particular the documents cited X and/or Y and corresponding claim references).